ENVIRONMENTAL-DOCUMENTS

FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

for the proposed

Skyline Wesleyan Church at Rancho San Diego

SPA 94-001
MUP Mod P88-039-W
MUP 95-001
R 94-005
TM 5059
Log No. 94-19-10

August 21, 1996

ATTACHMENT D

County of San Diego

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DEPARTMENT OF PLANNING AND LAND USE

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Date Prepared: June 7, 1996

DRAFT

FINAL ENVIRONMENTAL IMPACT REPORT

PROJECT: Skyline Wesleyan Church

PERMIT: SPA 94-001, R94-005, P88-039W[1] P95-001, TM 5059RPL[3]
LOG #: 94-19-10

The Board of Supervisors has reviewed the enclosed draft Subsequent Environmental Impact Report (EIR). Based on that draft, public and agency comments received, and staff analysis, the Board of Supervisors finds that:

1. The attached final EIR has been completed in compliance with California Environmental Quality Act (CEQA) and that the Board has reviewed and considered the information contained therein prior to approving the project.

2. The project will have the following environmental impacts:

   Significant and Mitigable:

   a. Land Use/Community Character
   b. Landform Alteration/Visual Quality
   c. Biology
   d. Traffic/Circulation
   e. Noise
   f. Cultural Resources
   g. Hydrology/Water Quality
   h. Public Facilities/Services
   i. Geology/Soils
   j. Dark Sky
   k. Cumulative Impacts

   Not Significant:

   l. Air Quality
   m. Natural Resources
   n. Risk of Upset
   o. Energy
   p. Human Health
   q. Recreation

3. The mitigation measures presented in the EIR findings have been made conditions of the project approval.

Date Certified:

GARY L. PRYOR, Director
Department of Planning and Land Use

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PROJECT DESCRIPTION

The project is a proposal to modify the design and location of a church previously approved for the subject property. The project also includes a cemetery to be located within property owned by the church. Skyline Wesleyan Church received approval to construct a new church on the property in 1991. Changed conditions since the original approval have prompted the church to modify the design of the church and select a new location within their property.

Church

The church facility would include a total of 172,250 square feet over approximately 23.8 acres. Access to the church is provided by two driveway connections to Campo Road. The eastern driveway would form a "fourth leg" of the Campo Road/Jamacha Boulevard intersection. The western driveway would create a new connection to Campo Road.

Phase I of the church includes a total of 117,150 square feet including a 2,600 seat worship center, children's learning center, fellowship center, administration building, information kiosk, and modular buildings totaling 14,400 square feet. Surface parking lots, with 1,417 spaces, would be provided.

Phase II facilities include 64,600 square feet including a chapel, an adult education and leadership training center, expansion of the worship center (total of 3,500 seats), and children's learning center. The additional parking needs created by an expanded worship center would be met by constructing a parking deck over a portion of the parking lot near the worship center.

The church would be developed in a traditional mission style with Mediterranean accents in a campus style environment. Six separate buildings would be developed on a three-level, terraced campus with landscaped pedestrian plazas at each level of the campus. The maximum building height would be 60 feet for the worship center. Three (3) crosses would be located in the plaza adjacent to the worship center with maximum heights of 38 feet. The existing cross on the ridgeline would remain.

Cemetery

The cemetery would occupy approximately eight acres and includes a memorial center and above- and in-ground interment areas. Above-ground interment areas include mausoleums and columbariums. Access to the proposed cemetery would be provided from Campo Road via the Otay Water District (OWD) access road along

the eastern edge of the project site. In addition, direct access to the cemetery from the proposed church would be provided from the church's east entrance via an on-site roadway north of Campo Road.

The administration/memorial center would consist of 21,255 square feet including administration offices and 2 mausoleums located in the northern portion of the cemetery.

The in-ground burial area would occupy approximately five acres near Campo Road. This area will also include garden cenotaph structures and columbarium walls as well as in-ground burials. The garden cenotaph structures would not exceed 400 square feet and have a maximum height of 8 feet. Retaining walls, faced with columbarium and mausoleum walls, would be located in the cemetery with a total combined length of 1,080 feet and ranging in height from 3 to 21 feet.

PROJECT LOCATION

The property owned by the church consists of 114.2 acres located in Rancho San Diego, within the Valle de Oro Community Plan area. More specifically, the property lies along Campo Road in an area between Via Mercado and the Jamacha Junction. The majority of the property, including the proposed church and cemetery sites, lies on the north side of Campo Road. Regional access is from Campo Road/State Route (SR) 94 from the west and southeast, Jamacha Road/SR 54 from the northeast, SR 67 and Avocado Boulevard from the north, and Jamacha Boulevard from the south.

LAND USE FACTORS AND SURROUNDING LAND USES

The area lying north of Campo Road (Lots 1 and 2 of TM 5059RPL^3) is designated (21) Specific Plan Area (2.2 dwelling units per acre) in the Valle de Oro Community Plan and is part of the Rancho San Diego Specific Plan, which designates the area as open space/upland habitat, employment use, institutional use, and future SR 54. Zoning for this area is S80 Open Space, S94 Transportation and Utility Corridor, M52 Limited Impact Industrial, and S88 Specific Plan.

A portion of the area lying south of Campo Road (Lot 3 of TM 5059RPL^3) is designated (21) Specific Plan Area (2.2 dwelling units per acre) in the Valle de Oro Community Plan and is part of the Rancho San Diego Specific Plan, which designates the area as open space/riparian woodland habitat. It is zoned S80 Open Space.

The remaining portion lying south of Campo Road (Lots 4 and 5 of TM 5059RPL^3) is designated (24) Impact Sensitive and is not a part of the Rancho San Diego Specific Plan. This area is zoned S80 Open Space and S90 Holding Area.

Land use redesignations and Zone Reclassifications for the area north of Campo Road would reconfigure the existing designations and zones to conform to the proposed church and cemetery design. No changes or development are proposed for the area south of Campo Road.

The land north of Campo Road is hillside topography, rising from roadway elevation of about 450 feet about Mean Sea Level (MSL) to a series of ridges about 700 feet above MSL. Development of the Skyline Wesleyan Church campus is proposed for the southwest portion of the main site, with ground elevations about 500-550 feet above MSL. The proposed campus site is presently undeveloped and relatively undisturbed. Vegetation is primarily Diegan coastal sage scrub and ruderal. There are some rock outcrops at about the 600 foot elevation, running from the northwesterly portion of the site to the central area. In the northern part of the site, at the highest elevations, is an area where vegetation was disturbed in 1992. The east end of the site, proposed for development of a future cemetery, is undeveloped. Vegetation is mostly non-native, with evidence of prior disturbance.

The part of the project site south of Campo Road, which is not proposed for project development, is comprised of 2 relatively narrow strips paralleling the road, with an area of about 22 acres. The land contains a portion of Campo Creek, a tributary of the Sweetwater River. The Creek is about ten feet below the road. Vegetation in the area of the Creek is riparian woodland, with Sycamore trees along the Creek growing up to the elevation of the road. South of the Creek is Diegan coastal sage scrub. On the west end of the site, south of the Creek, is a 1.1 acre area containing a San Diego Gas and Electric substation.

The land to the west of the project site contains both undeveloped land and some residences. Moving westerly, the residences become denser, transitioning into the Rancho San Diego Village commercial area bounded by Via Mercado, Campo Road, and Avocado Boulevard. North of the project is highly disturbed land owned by OWD, which contains above-ground water reservoirs. Additional reservoirs are planned. Part of the OWD land is included in the existing Major Use Permit, but is not a part of the proposed project and is proposed to be deleted from Major Use Permit P88-039. To the east of the site, along Campo Road, is an undeveloped parcel, owned by the County of San Diego, and a County equipment maintenance yard. Further east, where Campo Road intersects Jamacha Road, is the Jamacha Junction strip commercial development, multi-family housing, and entrance roads to Cuyamaca College.

South and southeast of the project site are undeveloped steep hillsides. On the top of the hills to the south are residences which would overlook the project site. Right-of-way has been acquired by CalTrans south of Campo Creek for future construction of SR 94. The intersection of Campo Road and Jamacha Boulevard, located adjacent to the south central portion of the site, is currently signalized. East of Jamacha Boulevard exists open space designated by the Rancho San Diego Specific Plan and a former landfill owned by the County of San Diego. Additionally, approximately 2,000 acres in this area were recently acquired from the Resolution Trust Corporation and were redesignated from residential development to open space to be included within the National Wildlife Refuge System.

BACKGROUND

On December 18, 1991, the Skyline Wesleyan Church received approval from the County Board of Supervisors for development of a church facility on the ridgeline within the current project area and also on adjacent land owned by the OWD. This approval completed the process undertaken by the Skyline Wesleyan Church beginning in 1988 which included a General Plan Amendment (GPA 91-02), an amendment to the Rancho San Diego Specific Plan (SPA 88-004), a Rezone (R88-013), and a Major Use Permit (P88-039). The project area of the approved project includes a total of 207 acres, of which 133 acres are owned by the Skyline Wesleyan Church and 74 acres are owned by the OWD. Of the 33 acres approved for the church facilities, approximately 9 acres are owned by the Skyline Wesleyan Church and the remaining 24 acres are on OWD land requiring property exchanges with the OWD.

Subsequent to approval of the Skyline Wesleyan Church project, the OWD modified their future water storage plans for this portion of the project site to respond to the inadequate water storage capacity experienced during the recent drought. The Skyline Wesleyan church worked with the OWD for more than a year attempting to reconcile the church's parking needs with water storage facility needs of the OWD. Specifically, the approved parking design to provide church parking on top of OWD's potable water storage facilities is now incompatible with the construction phasing and design of the Skyline Wesleyan Church project and the OWD water facilities.

The proposed Modification to P88-039 would reduce the size of the Major Use Permit area from 207 acres to the 72.2 acres included in Lot 1 of proposed TM 5059RPL[3]. The area to be eliminated from P88-039 includes: 1) the property owned by the OWD in the northern portion of the approved Major Use Permit; 2) the 20.3 acres in Lot 2 of proposed TM 5059RPL[3] located east of and including future SR 54 which comprises Major Use Permit P95-001 for the proposed cemetery; and 3) the area located south of Campo Road (Lots 3, 4, and 5 of proposed TM 5059RPL[3]). Except for Lot 2, which is proposed for development of an 8.1 acre cemetery as part of Major Use Permit P95-001, no changes in the land use designations or the zoning are proposed for the areas being deleted from the Major Use Permit P88-039 boundaries, nor is any development proposed as part of this project. The proposed Major Use Permit Modification would relocate the church from its approved location on the ridgetop to the lower elevations of the project site adjacent to the north side of Campo Road, west of future SR 54 within Lot 1 of the proposed Tentative Map.

FINDINGS CONCERNING MITIGATION OF SIGNIFICANT EFFECTS

Pursuant to Section 21081 of the CEQA, the following findings are made for each of the significant effects identified in the Subsequent EIR for the Skyline Wesleyan Church at Rancho San Diego project:

1. Land Use/Community Character

Significant Effect: The project could result in potential noise, lighting, and privacy impacts to residences located adjacent to the site's westerly boundary, due to cars traveling the project's westerly driveway and night lighting for the parking lot. Blasting activities associated with construction also could result in potential noise impacts. Project development will encroach into biologically sensitive lands that are protected under the County's Resource Protection Ordinance. These impacts are discussed in the draft Subsequent EIR on Pages 4.1-1 through 4.1-32.

Finding: Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen this effect.

Rationale: Mitigation Measures 4.1-1 and 4.1-2 (P88-039W[1] Conditions A.1., A.4.; P95-001 Condition A.2.; TM 5059RPL[4] Conditions D.C.6.g.(1)(3)): require the applicant to place open space easements over portions of Lots 1 and 2 of the Tentative Map and to comply with Mitigation Measures 4.3-1 and 4.3-2 regarding biological impacts (see Section 2, Biology, herein). Establishment of the easement and implementation of the biological mitigation measures will preserve and restore sensitive habitat consistent with the provisions of the Resource Protection Ordinance.

Mitigation Measure 4.1-3 (P88-039W[1] Condition A.18.; P95-001 Condition A.5.) requires landscaping screening on the perimeter of the project and within the parking areas, and the construction of an eight foot high wall and chainlink fencing between the westerly driveway and adjacent residences which will restrict access, block car lights, and attenuate noise. Additionally, Mitigation Measure 4.1-4 (P88-039W[1] Condition B.12.,C.; P95-001 Condition B.8.) requires that all outdoor light fixtures be shaded on top to direct all light downward, the use of low-pressure sodium lamps on 14 foot light standards, except that in the northern parking lot nearest adjacent residences 12 foot light standards are required to further minimize the potential for night lighting impacts, and that parking lot lighting include photo-cell activation and automatic shut-off. Prior to blasting activities, Mitigation Measure 4.1-5 (P88-039W[1] Condition A.16.; P95-001 Condition A.23.; TM 5059RPL[4] Condition C.6.b.) requires that a blasting permit be obtained which will limit blasting occurrences and ensure sufficient notice as to when blasting will take place, as well as provide safeguards to surrounding property.

Implementation of these measures will reduce potential land use/community character impacts to below a level of significance by: 1) ensuring no net loss of sensitive habitat through preservation and restoration; 2) minimizing the effects of noise, lighting, and access to adjacent residences by the construction of the block wall, landscape screening, the chainlink fence, the obtaining of a blasting permit, and the adherence to specified lighting criteria. All measures have been made conditions of project approval as noted above.

2. Landform Alteration/Visual Quality

Significant Effect: The project will create slopes of up to 50 feet in height and manufactured slopes adjacent to Campo Road that will have a significant landform alteration and visual impacts. The project will significantly change the visual character of the area to motorists traveling northbound on Jamacha Boulevard. These impacts are discussed in the draft Subsequent EIR on Pages 4.2-1 through 4.2-32.

Finding: Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen this effect.

Rationale: Mitigation Measure 4.2-1 (P88-039W[1], Condition A13; P95-001 Condition A.19.; TM 5059RPL[4] Condition C.6.a.) requires the minimization of slope heights through the use of soil retention walls, retaining walls, rock bolting, and 1.5:1 slope gradients. Mitigation Measure 4.2-2 (P88-039W[1], Condition A.1.; P95-001 Condition A.2.; TM 5059 RPL[4] Condition C.6.g.(1)) requires the establishment of open space easements over portions of Lots 1 and 2 of the Tentative Map. Mitigation Measure 4.2-3 (P88-039W[1] Condition A.18.; P95-001 Condition A.5.) requires landscaping along the project perimeter and within parking areas and the construction of an eight foot high block wall between the west driveway and adjacent residences. Mitigation Measure 4.2-4 (P88-039W[1] Condition B.16.; P95-001 Condition B.9.) requires earthtoned building colors and terra cotta roof tiles. The implementation of these measures will reduce landform alteration/visual quality impacts to a level below significance by controlling grading techniques and requiring landscaping to soften views of the project by constructing a block wall between the project and the most affected residences to limit views, by placing open space easements over large portions of the site including the virtually prominent ridgeline, and by specifying building colors and materials to complement the predominant community architectural style. All measures have been made conditions of project approval as noted above.

3. Biology

Significant Effect: The project will impact 22.1 acres of Diegan coastal sage scrub with implementation of the church and cemetery facility, 1.33 acres of Diegan coastal sage scrub with improvements to Campo Road/SR 94, and 0.9 acre of Diegan coastal sage scrub with construction of an off-site water line, for a total impact of 24.33 acres of Diegan coastal sage scrub. Two pairs of California gnatcatchers may be impacted.

Indirect impacts may occur as a result of construction noise, edge effects, and night lighting. These impacts are discussed in the draft Subsequent EIR on Pages 4.3-1 through 4.3-22.

Finding: Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen this effect.

Rationale: Mitigation Measure 4.3-1 (P88-039W[1], Condition A.1.; P95-001 Condition A.2.; TM 5059RPL[4] Condition C.6.g.(1)) requires an open space easement to preserve approximately 44 acres of Diegan coastal sage scrub on-site. All of the habitat utilized by two pairs of gnatcatchers and portions of the other three pairs' territories would be preserved under this easement. Additionally, 5.4 acres of sensitive plant populations would be preserved, as well as another 10.6 acres of disturbed habitat that will recover to Diegan coastal sage scrub. Mitigation Measure 4.3-2 (P88-039W[1] Condition A.4.; TM 5059RPL[4] Condition C.6.g.(3)) requires a restoration plan to restore Diegan coastal sage scrub over the disturbed 10.6 acre area and to provide limited planting of Diegan coastal sage scrub container stock within the ruderal vegetation located west of the SR 54 Irrevocable Offer of Dedication (IOD) area near the northern project boundary, as deemed appropriate by the Department of Planning and Land Use and the California Department of Fish and Game. Mitigation Measure 4.3-3 (P88-039W[1] Condition A.2; TM 5059RPL[4] Condition C.6.g.(2)) requires the purchase of mitigation credits over 24.33 acres of Diegan coastal sage scrub in the McGinty Mountain land bank or an equivalent parcel to mitigate project impacts, including those resulting from Campo Road/SR 94 improvements and the off-site water line. Mitigation Measure 4.3-4 (P88-039W[1] Condition A.3.; P95-001 Condition A.3.; TM 5059RPL[4] Condition C.6.h.(1)) requires that a Habitat Loss Permit pursuant to the 4(d) Rule of the Federal Endangered Species Act or an equivalent approval for the loss of gnatcatcher habitat. Mitigation Measure 4.3-5 ((P88-039W[1] Condition B.2.; P95-001 Condition B.2.; TM 5059RPL[4] Condition C.6..f) requires fencing around natural open space areas to restrict human intrusion. Mitigation Measures 4.3-6 and 4.3-7 (P88-039W[1] Condition A.13.; P95-001 Condition A.20., B.8.; TM 5059RPL[4] Condition C.6.c.d.e.) restrict grading activities and limit lighting in areas adjacent to open space areas. Mitigation Measure 4.3-8 (P95-001 Condition A.4.) requires consultation with the U.S. Army Corps of Engineers and California Department of Fish and Game regarding potential impacts to Broom baccharis scrub. Mitigation Measure 4.3-9 (P95-001 Condition A.5.f.) requires the final Landscape Plan for the cemetery include "transition" planting zones to provide landing areas for birds.

Implementation of the foregoing measures will ensure no net loss of sensitive resources by preserving and restoring on-site habitat, by purchasing off-site habitat, and by complying with the provisions of a Habitat Loss Permit or equivalent approval, resulting in mitigating direct impacts to a level below significance. With implementation of fencing, lighting controls, and grading restrictions the indirect impacts of edge effects, night-lighting, and construction noise on biological

resources will be reduced to a level below significance. All measures have been made conditions of project approval as noted above.

4. Traffic/Circulation

Significant Effect: The project would generate small volumes during weekday peak hours with higher volumes on Sunday mornings. Project access would be through two driveways to Campo Road. These impacts are discussed in the draft Subsequent EIR on Pages 4.4-1 through 4.4-29.

Finding: Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen this effect.

Rationale: At the east project driveway, Mitigation Measure 4.4-1 (P95-001 Conditions A.6., A.7., A.8., A.11.; TM 5059RPL[4] Conditions C.2., C.10.) requires the improvement of Campo Road eastbound at the Jamacha Boulevard intersection to be improved with dual left-turn lanes, and Campo Road westbound with dual auxiliary right-turn lanes. This measure also requires the improvement of Campo Road at the west project driveway with a westbound deceleration lane and a westbound acceleration lane to accommodate right-turn in, right-turn out movements. A traffic signal is to be installed at the east project driveway and a signal interconnect is to be installed between this signal and the existing signal on Campo Road at Via Mercado. Improvements to Jamacha Boulevard south of Campo Road will be completed by a County project prior to use of the premises. In response to concerns raised by CalTrans, the west project driveway will not be signalized and will be restricted to right-turn in, right-turn out movements. Mitigation Measure 4.4-2 (P88-039W[1] Condition M.; P95-001 Condition A.6.; TM 5059RPL[4] Condition C.2.c.) addresses this design by requiring the elimination of the Park and Ride lot, the addition of the second right-turn lane at the east project driveway, and the scheduling of after church activities that would spread out peak departures from the site after the second church service. Potential traffic/circulation impacts would be mitigated to a level below significance by the provision of the required acceleration and deceleration lanes, dual left-turn and right-turn lanes, the signalization of the east project driveway, and the interconnection of traffic signals to accommodate traffic flow. These measures have been addressed either through project redesign or made conditions of project approval as noted above.

5. Noise

Significant Effect: The project would result in potential noise impacts generated by construction activities and HVAC equipment noise associated with the church facilities. These impacts are discussed in the draft Subsequent EIR on Pages 4.5-1 through 4.5-11.

Finding: Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen this effect.

Rationale: Noise impacts resulting from construction activities will be reduced to a level below significance by adhering to Mitigation Measure 4.5-1, which requires compliance with Mitigation Measures 4.3-6 and 4.3-7 (P88-039W[1] Condition A.13.; P95-001 Condition A.20.; TM 5059RPL[4] Conditions C.6.c.d.e.) These referenced measures control grading activities to minimize noise and disturbance of the California gnatcatcher and are discussed more fully under Section 2, Biology, herein. Additionally, Mitigation Measure 4.1-5 (P88-039W[1] Condition A.16.; TM 5059RPL[4] Condition C.6.b.), discussed in Section 1, Land Use/Community Character herein, requires approval of a blasting permit prior to blasting activities which further will restrict construction related noise. Mitigation Measure 4.5-2 (P88-039W[1] Condition B.17.) requires the preparation of a noise analysis verifying that an anticipated interior noise level of 50 dB Leq would be met. Mitigation Measure 4.5-3 (P88-039W[1] Condition B.17.) requires an analysis verifying that HVAC and other site mechanical equipment comply with the County Noise Ordinance, as anticipated. Noise impacts generated by the operation of church facilities would be reduced to a level of below significance by requiring verified compliance with acceptable noise standards. All measures have been made conditions of project approval as noted above.

6. Cultural Resources

Significant Effect: The project will directly impact one cultural resource site that is considered significant (Locus 1 of SDi-4763). Left unprotected, significant impacts could occur to two cultural resource sites, SDi-4763 Locus 2 and SDi-4775. These impacts are discussed in the draft Subsequent EIR on Pages 4.6-1 through 4.6-9.

Finding: Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen this effect.

Rationale: Cultural resource impacts will be reduced to a level below significance by implementing Mitigation Measure 4.6-1 (P88-039W[1] Condition A.6.; TM 5059RPL[4] Condition 6.h.(2)), which requires a data recovery program for Locus 1 of SDi-4763, and Mitigation Measure 4.6-2 (P88-039W[1] Conditions A.5., A.6.; TM 5059RPL[4] Conditions C.6.g.(6), C.6.h.(2)), which requires preservation plans and open space easements for Locus 2 of SDi-4763 and SDi-4775. All measures have been made conditions of project approval as noted above.

7. Hydrology/Water Quality

Significant Effect: Site preparation may expose on-site areas to erosion effects and off-site watersheds to sedimentation/siltation effects. Post-construction discharge would consist of typical urban runoff pollutants that would incrementally contribute to water quality impacts in the downstream storm drain system. Due to changes in peak discharge and velocity of surface runoff, the project would have a significant

effect on the riparian area in Campo Creek. These impacts are discussed in the draft Subsequent EIR on Pages 4.7-1 through 4.7-7.

Finding: Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen this effect.

Rationale: Mitigation Measure 4.7-1 (P88-039W[1] Condition A.10.; P95-001 Condition A.16.; TM 5059RPL[4] Condition C.4.a.) requires the applicant to comply with National Pollutant Discharge Elimination System (NPDES) requirements by filing a Notice of Intent (NOI) with the California Water Resources Control Board. The NOI will be covered by a Statewide general permit that requires dischargers to eliminate non-storm water discharges to storm water systems, develop and implement a storm water pollution prevention plan, and monitor discharges. Mitigation Measure 4.7-2 (P88-039W[1] Condition A.11.; P95-001 Condition A.17.; TM 5059RPL[4] Condition C.4.b.) requires compliance with Sweetwater Authority Resolution 84-8, as amended by Resolution 88-5, addressing protection of the Sweetwater Reservoir from urban related runoff. Compliance is in the form of a fee to fund diversion facilities. Mitigation Measure 4.7-3 (TM 5059RPL[4] Condition C.4.c.) requires the establishment of a flowage easement along Campo Creek which would preclude the placement of structures, facilities, or other improvements that would obstruct flow or increase flood elevations. Mitigation Measure 4.7-4 (P88-039W[1] Conditions A.9.b., A.12, B.15.; P95-001 Conditions A.15.b., A.18., B.12.; TM 5059RPL[4] Conditions C.4.d., C.6.g.(4)(b)) requires the installation of energy dissipators on the south side of Campo Road to reduce the impact of the increase in peak discharge and velocities on Campo Creek. Implementation of these measures would reduce hydrology/water quality impacts to below a level of significance by controlling and monitoring project discharges and by contributing funds toward regional diversion facilities. All measures have been made conditions of project approval as noted above.

8. Public Facilities/Services

Significant Effect: Development of the east project driveway would require the relocation of a portion of an existing County Water Authority water line. Additionally, native vegetation adjacent to the church and cemetery represent a potential fire hazard. These impacts are discussed in the draft Subsequent EIR on Pages 4.8-1 through 4.8-10.

Finding: Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen this effect.

Rationale: Mitigation Measure 4.8-1 (P88-039W[1] Condition A.14.; P95-001, Condition A.22.; TM 5059RPL[4] Condition C.9.a.) requires approval from the County Water Authority to relocate their existing line. Mitigation Measure 4.8-2 (P88-039W[1] Conditions A.15.; P95-001 Condition A.21.; TM 5059RPL[4] Condition C.9.b.) requires a Fire Service Agreement to be executed between the applicant and the San Miguel Consolidated Fire Protection District, which would formally state the conditions for fire protection. Mitigation Measure 4.8-3 (P88-039W[1] Condition B.13.; P95-001

Condition B.14.) requires the establishment of a fuel management zone around all structures and a fuelbreak between the church facility and the adjacent residential area. Implementation of these measures will reduce potential impacts to below a level of significance by requiring consultation with affected districts and compliance with their respective requirements, and minimizing fire hazards by controlling vegetation near structures. All measures have been made conditions of project approval as noted above.

9. Geology/Soils

Significant Effect: Significant impacts may occur as a result of soil erosion due to on-site grading and construction activities. The potential compressibility of colluvial deposits on-site would represent a significant geologic constraint to buildings. Boulder outcrops on slopes above the church and cemetery facilities represent a safety hazard. These impacts are discussed in the draft Subsequent EIR on Pages 4.9-1 through 4.9-6.

Finding: Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen this effect.

Rationale: To minimize erosion, Mitigation Measure 4.9-1 (P88-039W[1] Conditions A.9., B.14.; P95-001 Conditions A.15., B.13.; TM 5059RPL[4] Condition C.6.g.(4)) requires the preparation and implementation of an erosion control plan detailing conventional temporary and permanent methods such as slope planting, groundcover vegetation, brow ditches, sandbags, energy dissipators, and desilting/detention basins to control surficial runoff and erosion. Mitigation Measure 4.9-2 (P88-039W[1] Conditions A.8., B.14.; P95-001 Conditions A.14., B.13.; TM 5059RPL[4] Conditions C.6.g.(5)) requires a detailed geological investigation of the bedrock formations and residual, alluvial, and colluvial topsoils/ deposits on the site, and to analyze the depth and limits of surficial deposits, slope stability, fill soils, potential fracture and/or joint patterns, excavation characteristics of bedrock cuts, shallow groundwater, and the proximity of development to boulder outcrops. Remedial measures, such as benching, planting, soil removal, compaction of fill soils, specified foundation systems, subdrain systems, and boulder restraining/diversion systems recommended by the geotechnical study are required to be installed prior to issuance of building permits. The implementation of erosion control, remedial grading, slope stabilization, and rockfall prevention measures and the recommendations of the geotechnical study, potential impacts resulting from soil erosion, differential settlement of colluvial soils/deposits, slope failures, and rockfall hazards will be reduced to a level below significance. All measures have been made conditions of project approval as noted above.

10. Dark Sky

Significant Effect: Exterior lighting for the project would contribute incrementally to the significant impact on "dark sky" to the south and

west of the Mount Palomar and Laguna Observatories. These impacts are discussed in the draft Subsequent EIR on Pages 4.10-1 through 4.10-3.

Finding: Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen this effect.

Rationale: Mitigation Measure 10.1-1 (P88-039W[1] Conditions B.12.,C.; P95-001 Condition B.8.; TM 5059RPL[4] Condition C.1.(10)) requires exterior lighting for the project to utilize 90 degree cut-off luminaries and to be shaded on top to direct all light downward, to use only low-pressure sodium lamps on 14 foot light standards, except that in the northern parking lot 12 foot light standards are specified to further reduce light intrusion into neighboring residential areas, and to require parking lot lighting to include photo-cell activation and automatic shut-off. The cemetery will operate between sunrise and sunset, therefore, exterior lighting is limited to security purposes. Implementation of these measures will reduce dark sky impacts to a level below significance by controlling the type and method of lighting to be used. All measures have been made conditions of project approval as noted above.

11. Cumulative Impacts

Significant Effect: The project will impact 24.33 acres of Diegan coastal sage scrub. When combined with the historic loss and increasing development pressure on this sensitive habitat, project biological impacts are considered cumulatively significant.

Finding: Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen this effect.

Rationale: As discussed in Section 2, Biology, herein, Mitigation Measures 4.3-1 (P88-039W[1] Condition A.1.; P95-001 Condition A.2.; TM 5059RPL[4] Condition C.6.g.(1)) and 4.3-2 (P88-039W[1] Condition A.4.; TM 5059RPL[4] Condition C.6.g.(3)) require on-site preservation of approximately 44 acres of Diegan coastal sage scrub and restoration of approximately 10.6 acres of previously disturbed habitat. Additionally, limited planting of Diegan coastal sage scrub container stock will occur within the ruderal area located west of the SR 54 IOD near the northern project boundary. Mitigation Measure 4.3-3 (P88-039W[1] Condition A.2.; TM 5059RPL[4] Condition C.6.g.(2)) requires the purchase of mitigation credits over 24.33 acres of Diegan coastal sage scrub in the McGinty Mountain land bank or equivalent parcel. Mitigation Measure 4.3-4 (P88-039W[1] Condition A.3.; P95-001 Condition A.3.; TM 5059RPL[4] Condition C.6.h.(1)) requires the applicant to obtain a Habitat Loss Permit under the provisions of the 4(d) Rule of the Federal Endangered Species Act or equivalent approval. Implementation of these measures will reduce cumulative biological impacts to a level below significance by combining on-site preservation and restoration with off-site acquisition, resulting in no net loss of sensitive habitat. These measures have been made conditions of project approval as noted above.

DRAFT EIR GOES HERE AS ATTACHMENT B

LETTERS OF AND RESPONSES TO PUBLIC AND OTHER AGENCY COMMENTS

List of agencies, organizations and individuals responding with comments on the draft Subsequent EIR:

Federal Agencies

State Agencies

Rivasplata, Antero A., Chief, Governor's Office of Planning and Research, State Clearinghouse
Dillon, Bill, Chief, Planning Studies Branch, Department of Transportation (CalTrans), District 11
Tippets, William E., NCCP Field Supervisor, Department of Fish and Game

County/City Agencies

Collins, Yolanda M., Captain, Lemon Grove Sheriff's Station, County of San Diego

Local Districts

Coleman, Michael F., AICP, Environmental Specialist, Otay Water District
Reynolds, Richard A., General Manager, Sweetwater Authority
Purcell, Laurence J., Manager, Water Resources Planning, San Diego County Water Authority

Local Organizations

Phillips, Jack L., Chairman, Valle De Oro Community Planning Group
Royle, James W., Jr., Chairperson, Environmental Review Committee, San Diego County Archaeological Society

Individuals

Concha, Alex and Melissa, Via Palma Residents, La Mesa
Viera, Barbara Bailey, Avocado Village Resident, La Mesa

PROJECT: Skyline Wesleyan Church

PERMIT: SPA 94-001, R94-005, P88-039W[1]
P95-001, TM 5059RPL[3]
LOG #: 94-19-10

During the 45 day review period, commencing February 20, 1996 and ending April 4, 1996, 11 letters of public comment were received. Each of the 11 letters received during the public review period is reprinted in the following section along with the corresponding written responses from the County of San Diego (responses to Comments A.1. through K.1.). Where revisions to the draft Subsequent EIR are required, the text to be modified has been incorporated into the following responses, and modifications made accordingly. Deletions are indicated by "strike-out" and additional text is underlined. The actual text of the draft Subsequent EIR has been footnoted to indicate in which response to comment the change can be found, and the page number corresponding to the footnoted change is cross-referenced in the responses to comments below.

PETE WILSON
GOVERNOR

State of California

GOVERNOR'S OFFICE OF PLANNING AND RESEARCH
1400 TENTH STREET
SACRAMENTO 95814

LEE GRISSOM
DIRECTOR

April 5, 1996

LORY HAGEN
SAN DIEGO COUNTY
5201 RUFFIN RD.
SUITE B
SAN DIEGO, CA 92123

RECEIVED
APR 10 1996
DEPARTMENT OF PLANNING AND LAND USE

Subject: SKYLINE WESLEYAN CHURCH SCH #: 95061017

Dear LORY HAGEN:

The State Clearinghouse has submitted the above named draft Environmental Impact Report (EIR) to selected state agencies for review. The review period is now closed and the comments from the responding agency(ies) is(are) enclosed. On the enclosed Notice of Completion form you will note that the Clearinghouse has checked the agencies that have commented. Please review the Notice of Completion to ensure that your comment package is complete. If the comment package is not in order, please notify the State Clearinghouse immediately. Remember to refer to the project's eight-digit State Clearinghouse number so that we may respond promptly.

Please note that Section 21104 of the California Public Resources Code required that:

"A responsible agency or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency."

Commenting agencies are also required by this section to support their comments with specific documentation.

comments are forwarded for your use in preparing your final EIR. Should you ore information or clarification, we recommend that you contact the commenting (ies).

etter acknowledges that you have complied with the State Clearinghouse review ements for draft environmental documents, pursuant to the California mental Quality Act. Please contact at (916) 445-0613 if you have any one regarding the environmental review process.

Sincerely,

ANTERO A. RIVASPLATA
Chief, State Clearinghouse

sures
Resources Agency

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A.1 Comment noted. No response is required.

DEPARTMENT OF TRANSPORTATION

April 1, 1996

11-SD-054, 094
.10 99, 14.86

Mr. Chris Belsky
State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814

Dear Mr. Belsky:

Draft Subsequent EIR for the Skyline Wesleyan Church - SCH 95041017

Caltrans District 11 comments are as follows:

B.1 • The distances between the proposed driveways do not conform with the Caltrans Highway Design Manual (HDM).

B.2 • A 400 foot deceleration and transition lane (Environmental Impact Report (EIR), Figure 2.4-5) seems inadequate for 868 vehicles (Traffic Impact Analysis (TIA), Figure 4.2-1) turning right from westbound Campo Road to the eastern driveway.

B.3 • There are some inconsistencies between the traffic volumes on adjacent intersections (EIR, Figure 4.4-4 and TIA, Figure 2.2-2).

B.4 • Wheelchair ramps should be provided at the intersections.

B.5 • A full access driveway will be allowed only at the existing "T", (State Route 94 (SR-94)/State Route 54 (SR-54)) modified to a four leg intersection.

B • The western driveway shall be restricted to right in/right out.

After consensus is reached with Caltrans on the required SR-94 improvements, the oper should submit the following to the Caltrans Environmental Branch:

• 200 scale mapping clearly showing the required improvements to SR-94, and

B • Copies of all the environmental technical study reports addressing the impacts of the required improvements to SH-94.

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B.1 If both church driveways are signalized, then the driveway distances would not conform with the Caltrans Highway Design Manual (CHDM). Based on clarification from Caltrans staff, the distance between the proposed driveways would be consistent with the CHDM if the western driveway is restricted to right turns in and out only . The EIR (pages 4.4-15 through 4.4-22 and 4.4-28 and 4.4-29) analyzes traffic conditions with and without signalized access at the western project and identifies required mitigation measures for both scenarios.

As discussed in the Additional Information Statement (AIS) for the Final SEIR, in response to Caltrans concern about signalizing the western driveway access, the project applicant has agreed to only signalize the eastern project driveway and to restrict the western driveway to right turns in and out only. Mitigation Measure 4.4-2 on page 4.4-29 of the DSEIR states that it is necessary to eliminate the proposed park-and-ride lot near the western driveway if the western project driveway is not signalized. Consequently, in conjunction with only signalizing the eastern project driveway, the applicant has revised the project to eliminate the proposed park-and-ride facility near the western project driveway.

B.2 In response to concerns raised by Caltrans and the applicant's decision to only signalize the eastern project driveway, the applicant has also decided to lengthen and add an additional right-turn/deceleration lane at the eastern project driveway which will increase the total length of the right-turn/deceleration lanes from 400 feet to 900 feet. This design modification is addressed in the AIS and would more than double the storage capacity for vehicles turning right from westbound Campo Road into the eastern church driveway.

B.3 There are minor inconsistencies in the traffic counts at intersections during the field measurements. However, these minor discrepancies do not affect the results of the analysis.

B.4 Comment noted. This issue will be addressed as part of obtaining an Encroachment Permit from Caltrans for improvements within the Campo Road right-of-way.

B.5 The project design has been modified to address this issue. See Response to Comment B.1 and the AIS for additional information.

B.6 The project design has been modified to address this issue. See Response to Comment B.1 and the AIS for additional information.

B.7 Comment noted. No response is necessary.

Mr. Chris Belsky
April 1, 1996
Page Two

Our contact person for SR-54 is Pam Kloe, Design Manager, (619) 688-6134. For SR-94 our contact person is Dave Walcott, Design Manager, (619) 688-3298. Our contact person for Traffic Operations is Fred Yazdan, (619) 688-6881. The Environmental Analyst assigned to the project is Susanne Glasgow, (619) 688-6716.

Sincerely,

L. Shlyn

for BILL DILLON, Chief
Planning Studies Branch

BD/LS:ct

COMMENTS

STATE OF CALIFORNIA—THE RESOURCES AGENCY PETE WILSON, Governor

DEPARTMENT OF FISH AND GAME

[illegible]
SAN DIEGO, CA [illegible]

[illegible]

April 5, 1996

RECEIVED
APR 08 1996
DEPARTMENT OF PLANNING AND LAND USE

Ms. Lory Nagem
County of San Diego
Department of Planning and Land Use
5201 Ruffin Road, Suite B
San Diego, CA 92123

Comments on the Draft Subsequent Environmental Impact Report for the Skyline Wesleyan Church at Rancho San Diego, San Diego County (Project Numbers: SPA 94-001, MUP Modification P89-039W[1], P95-001, R94-005, TM 5059, LOG NO. 94-19-10)

Dear Ms. Nagem:

C.1 The California Department of Fish and Game's (DFG) Natural Community Conservation Planning (NCCP) program staff has completed its review of the Draft Subsequent Environmental Impact Report (DSEIR) for the proposed Skyline Wesleyan Church at Rancho San Diego project and offers the following comments. DFG staff has been in discussions with property-owner representatives, property-owner consultants, County planning staff, and the U.S. Fish and Wildlife Service subsequent to the release of the DSEIR for public review, in order to design the project and recommend a mitigation plan that would met the DFG's concern regarding project impacts to sensitive biological resources.

The 114.2 acre property is located in the community of Rancho San Diego. The site lies predominantly north of Campo Road, between Via Mercado and Jamacha Junction. Of the 114.2 acres, approximately 21.7 acres lie south of Campo Road along Campo Creek. The proposed project consists of the construction of a church facility, including a worship center, administration buildings, parking lots, access roads, and a number of modular buildings. This facility would cover approximately 23.8 acres on-site. In addition, approximately eight acres on the eastern portion of the site would be developed into a cemetery, including a memorial center, and above- and in-ground interment areas.

The project site supports ten vegetation communities. The dominant habitat type is Diegan coastal sage scrub and various sage scrub/disturbed-ruderal areas totaling approximately 71.4 acres. Ruderal or disturbed vegetation covers 32.3 acres, and wetlands communities (i.e., southern cottonwood/willow riparian forest, southern willow scrub, and mulefat scrub) encompass 5.4 acres. Most wetland vegetation communities are south of Campo Road and

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RESPONSES

C.1 This portion of the letter summarizes the analysis provided in the EIR. No response is necessary.

COMMENTS

RESPONSES

Ms. Lory Nagem
April 5, 1996
Page Two

C.1 associated with Campo Creek. Remaining vegetation on the property consists of eucalyptus woodlands and broom baccharis scrub.

The property supports a high diversity of plant and animal species, despite past disturbances. Three sensitive plant species were detected on-site: San Diego sagewort, ashy spike moss, and San Diego sunflower. None of these species is listed by Federal or State wildlife agencies as threatened or endangered. Eleven sensitive animal species were observed on-site. Four pairs of the federally-threatened California gnatcatcher were detected within the coastal sage scrub community, and one pair of federal and State-endangered least Bell's vireo was observed within the riparian habitat in Campo Creek.

The project site is not included within the County of Diego's focus area for habitat preservation for its Multiple Species Conservation Program (MSCP) subarea plan. However, it is a locally important area, providing a portion of the habitat linkage between Damon Lane Park to the north, open space on Cuyamaca Community College property to the east and the Rancho San Diego Conservation Bank to the south.

The proposed project would impact 21.9 acres of coastal sage scrub habitat on-site, in addition to 1.13 acres from off-site road and waterline development. No southern willow scrub, mulefat scrub or southern cottonwood-willow riparian forest would be impacted. Approximately 0.23 acres of broom baccharis habitat would be impacted. Total project impacts would directly affect 35.6 acres, or 29 percent of the site. Impacts to coastal sage scrub and to the 0.2 acres of "Waters of the U.S." would be considered significant under current local, state and federal regulations.

Project implementation would directly impact the territories of two pairs of California gnatcatchers, with possible indirect effects affecting the other two pairs. Impacts to the California gnatcatcher would be considered significant. In addition 27 percent of the San Diego sunflower population on-site would be directly impacted.

Project development would further constrain wildlife movement between Damon Lane Park, Cuyamaca College and Rancho San Diego property south of the church site. However, 43.9 acres of sage scrub, or recovering sage scrub, habitat would remain on-site, which should provide some connecting habitat, at least for bird species. Additional impacts may occur on-site or adjacent to the property in the future, including the construction of State Route 54 through the property and the widening of Campo Road (or construction of Highway 94) immediately to the south. With these additional impacts, the value of the remaining habitat on-site becomes less valuable from a regional perspective.

The following mitigation measures are proposed in the DEIR:

1. The project would place in open space easements dedicated to the County 43.9 acres of coastal sage scrub habitat, 5.4 acres of riparian habitat, and 10.6 acres of disturbed habitat that should naturally revegetate to sage scrub habitat.

2. A habitat restoration plan to enhance the 10.6 acres of disturbed habitat on-site, as well as a revegetation plan for the cemetery site that will extensively incorporate appropriate native (i.e., coastal sage scrub) species, especially along the cemetery's perimeter. The DFG requests the opportunity to review the revegetation plan(s) for this project before they are finalized.

C.1

3. The purchase of 23.03 acres of mitigation credits in the McGinty Mountain mitigation bank owned by The Environmental Trust. This mitigation is for the direct impacts to 23.03 acres of coastal sage scrub habitat.

4. Fencing to preclude intrusion into dedicated open space areas during construction on-site.

5. On Page 4.3-21 of the DSEIR, mitigation measures 4.3-6 and 4.3-7 appear to contradict each other, with 4.3-6 restricting clearing of sage scrub habitat to the non-breeding season for the California gnatcatcher and 4.3-7 allowing it under certain conditions. Please clarify these mitigation measures. The DFG recommends avoiding any habitat clearing during the gnatcatcher breeding season (February 15 through August 15).

C.2

The DFG concurs with the above listed mitigation measures, and the others outlined in the Biology section of the DEIR. With these mitigation measures and DFG recommendations, the project would adequately mitigate for impacts to biological resources. In addition, the proposed project would be consistent with the State NCCP Guidelines, and would be eligible for a County Habitat Loss Permit under the federal 4(d) Rule for impacts to coastal sage scrub and the California gnatcatcher. Should additional impacts occur on-site in the future from the construction of Highway 54, then additional mitigation would be required. Partial mitigation credit for church project impacts was given for dedicating the on-site open space easement. Therefore, any future impacts must not only compensate for any direct impacts to sensitive habitats, but must also compensate for any loss of mitigation lands used by the this project.

The project proponent should contact Ms. Terri Dickerson of the DFG, at (714) 363-7538, to assess the need for a DFG Streambed Alteration Agreement (1603 Agreement) for impacts to baccharis scrub habitat.

C.2 Mitigation Measures 4.3-6 and 4.3-7 have been revised, as follows, to clarify the purpose of each specific mitigation measure to avoid any apparent contradiction. Specifically, Mitigation Measure 4.3-6 mitigates direct impacts to the gnatcatcher and its habitat by prohibiting any clearing, thinning or other alteration of Diegan coastal sage scrub during the gnatcatcher breeding season, unless approved by the U.S. Fish and Wildlife Service. In addition, it also provides lighting restrictions to mitigate indirect impacts to the gnatcatcher, onsite and offsite. Mitigation Measure 4.3-7 provides restrictions on grading activities within 100 feet of the western grading boundary to mitigate potential indirect impacts to gnatcatchers within offsite vegetation on the adjacent parcel to the west of the project resulting from onsite grading activities.

> *Mitigation Measure 4.3-6:* To mitigate direct impacts to the gnatcatcher and its habitat, the grading plan shall be conditioned to restrict any clearing, thinning or other alteration of the Diegan coastal sage scrub during the gnatcatcher breeding period (February 15 and August 15), unless approved by the U.S. Fish and Wildlife Service. In addition, to mitigate indirect impacts to the gnatcatcher, lighting within development projects adjacent to natural open space areas shall be selectively placed, shielded, and directed away from these areas. Lighting abutting conserved habitat will be screened with vegetation, and large spotlight-type lighting will be prohibited.
>
> *Mitigation Measure 4.3-7:* ~~No grading restrictions shall be placed on the northern and eastern boundaries of the grading limits.~~ To mitigate offsite indirect impacts to gnatcatchers resulting from onsite grading activities, grading restrictions shall be placed on the western boundary of the grading limits. No grading shall be allowed within 100 feet of an active nest on the western boundary of the grading limits while the nest is active. If no active nest is located within 100 feet of the western grading boundary, grading shall be allowed but be limited to between the hours of 11 a.m. and 3 p.m. during the gnatcatcher breeding season (February 15 through August 15) along the western grading boundary. The purpose of this measure is to limit grading to the period when gnatcatchers are least active, when predators are least active, and when winds are generally strongest. This will minimize disturbance to the gnatcatcher, minimize the potential for predation of a nest because predators are less active, and a nest is more difficult to find when afternoon winds increase.

C.3 As discussed on page 2-41 of the EIR, construction of SR-54 is not part of the proposed project. Rather, the proposed project includes an irrevocable offer to dedicate 166 feet within the project for the SR-54 right-of-way. If SR-54 is constructed in the future by others through the project site, then the agency responsible for constructing SR-54 would also be responsible for mitigating biological impacts resulting from the roadway construction.

C.4 It is not anticipated that a DFG Streambed Alteration Agreement will be required for impacts to baccharis scrub habitat. However, Mitigation Measure 4.3-8 (page 4.3-21 of the DSEIR) requires the applicant to obtain appropriate permits or provide evidence that permits are not required from the U.S. Army Corps of Engineers and the California Department of Fish and Game for impacts to broom baccharis scrub.

Ms. Lory Nagem
April 5, 1996
Page Four

If you have any questions concerning this letter please contact David Lawhead at (619) 467-4211. Thank you.

Sincerely,

William E. Tippets
NCCP Field Supervisor

cc: Department of Fish and Game

Mr. Ron Rempel
Sacramento

Ms. Patty Wolf
Long Beach

Mr. David Lawhead
San Diego

U.S. Fish and Wildlife Service

Mr. Gail Kobetich
Ms. Ellen Berryman
Carlsbad

FILE: Chron
SKYLINE INT.
LAWHEAD/TIPPETS

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COUNTY OF SAN DIEGO

INTER-DEPARTMENTAL CORRESPONDENCE

AGENCY RECOMMENDATION

March 27, 1996

TO: Lory Nagem
Department of Planning and Land Use
Project Processing (0-650)

FROM: Lemon Grove Sheriff's Station (8-155)

PROJECT #SPA 94-001, MUP MODIFICATION P89-039, P95-001, R94-005, TM 5059, LOG NO. 94-19-10 Skyline Wesleyan Church

In response to your Request for Agency Recommendation, the following information is provided.

D.1 1. Development of vacant land for residential, commercial, industrial or recreational use, impacts negatively on delivery of law enforcement services in the unincorporated area. Therefore, additional resources commensurate with changes in land use or increases in population density must be added to maintain adequate service levels.

D.2 2. The desirable law enforcement service level for unincorporated areas as a whole, has been determined to be a 24-hour service package consisting of seven patrol deputies, and two detectives, one supervisor and one clerical support staff for each 10,000 resident population. In other words, for each population increase of 1,000 approximately one sworn officer must be added to maintain adequate service levels.

D.3 3. Resources provided for the unincorporated area of the County are currently below that level, which seriously impacts our ability to provide adequate services. This project will therefore impact negatively on service delivery to the project site and also will further diminish service to the rest of the unincorporated area.

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D.1 As stated on page 4.8-8 of the EIR, the proposed project would not add population to the area since the church would serve people already residing in the area

The County Sheriff's Department is requesting funds to mitigate the impact on their capital and facilities needs, i.e., mitigation for an economic impact. CEQA Section 15131 states "economic or social effects of a project shall not be treated as significant effects on the environment." No specific physical improvement has been proposed by the Sheriff's Department to address this project's impact on the Sheriff's facilities. Therefore, no physical impacts associated with law enforcement facilities are anticipated to occur due to the proposed project. The Sheriff's Department is financed through the County Board of Supervisors' budget on a County-wide basis. The Board of Supervisors deems the appropriate level of service each year.

Although the proposed project is not required nor is proposing to contribute financial resources to mitigate impacts on law enforcement services, the Skyline Wesleyan Church has agreed to have the church function as a regional disaster center staging area. As stated on page 2-17 of the EIR, the disaster center staging area is anticipated to include using the parking lot as a staging area for rescue vehicles and the church buildings for emergency shelter, subject to the development of an agreement between the church and the appropriate service agencies. Implementing an agreement to utilize the church as a disaster center staging area would provide a resource that would benefit law enforcement and other public service providers in the event of a regional disaster.

D.2 Comment noted. No response is required since this comment expands on the information provided on page 4.8-8 of the EIR. As stated in response to comment D.1, the proposed project will not be increasing the residential population of the area, but rather will be serving residents who already live in the area.

D.3 See response to comment D.1.

4. The project site is located within Sheriff's Beat Number 616, which are serviced from the Lemon Grove Station located at 3240 Main Street, Lemon Grove, CA 91945-1705.

D.4

5. Quick response to calls is critical because it increases the chances of saving lives and apprehending criminals at or near the scene of a crime. In urbanized areas of unincorporated San Diego, the current goal for response time to a priority call is 8 minutes or less. These are calls involving life-threatening situations or felonies in progress. For all other calls the target is 16 minutes or less.

D.5

Average response times for calls for service in the Lemon Grove Station's Beat Number 616 in the unincorporated jurisdiction for the Year 1995 were:

Priority Calls: 9.3 minutes for 313 calls

Non-Priority Calls: 37.7 minutes for 2420 calls.

D.6

This development and its attendant increases in population, taken as an isolated project, will have minimal impact on law enforcement services in this area. There is a definite negative impact when consideration is given to the cumulative effect of general unincorporated population growth, of this specific development, other projects that have been previously approved, and those being planned. The attendant overall population growth will definitely require increases in law enforcement resources to meet the increased demand for services which invariably accompanies higher population levels both permanent and transitory. Accordingly, the Sheriff's Department recommends that, to the extent legally allowed, this project be required to mitigate the impact on our capital and facilities needs.

Yolanda M. Collins, Captain
Lemon Grove Sheriff's Station

YMC/cc

D.4 Comment noted. No response is required since this comment expands on the information provided on page 4.8-2 of the EIR.

D.5 The average response times specified on page 4.8-2 of the EIR were based on information for the fiscal year 1993-1994. The response times in the EIR have been revised, as follows, to incorporate the response times for 1995 provided in the Sheriff's Department letter of comment.

> In the urbanized area of unincorporated San Diego County, the current goal is eight minutes or less for response to a priority call, which is a call involving life-threatening situations or felonies in progress. The average time of response for the Lemon Grove station's unincorporated jurisdiction in fiscal ~~year 1993-1994~~ 1995 was ~~10.8~~ 9.3 minutes. For non-priority calls, the target is 16 minutes or less, and the ~~1993-1994~~ 1995 average was ~~30.7~~ 37.7 minutes.

D.6 See response to comment D.1. The County cannot legally require the project to mitigate the impact on the Sheriff's capital and facilities needs.

OTAY WATER DISTRICT
...Dedicated to Community Service
[illegible] SPRING VALLEY, CALIFORNIA [illegible]
TELEPHONE: [illegible] AREA CODE 619

April 4, 1996

(OWD) W.O.2980

Via FAX 694-3373
& U.S. Mail

Ms. Lori Nagem
County of San Diego
Department of Planning and Land Use
5201 Ruffin Road, Suite B
San Diego, CA 92123

Subject: Skyline Wesleyan Church - Draft EIR
SPA 94-001, MUP P89-039W1, P95-001, R94-005, TM 5059,
Log No 94-19-10

Dear Ms. Nagem:

The Otay Water District (OWD) has reviewed the Skyline Wesleyan Church Draft EIR and have comments as follows:

1. Please make sure that the EIR is all inclusive to fully assess all future water and sewer facilities as necessary to serve the proposed project. The EIR must fully cover all needed project facilities so that OWD may rely on this document for future action and environmental clearances.

2. Relocation of the San Diego County Water Authority (SDCWA) La Mesa-Sweetwater Extension pipeline could adversely affect OWD operations and service to the North District. Relocation of the SDCWA pipeline must be performed in low demand periods of the year (winter months) when there are no scheduled shutdowns of any other SDCWA facilities affecting OWD service. Any scheduled outage shall be limited to a maximum of 24 hours duration.

3. The following OWD facilities are required to serve the proposed project:

   a) A 16-inch main must be constructed by the project applicant or developer from the existing 16-inch line at the Regulatory Site to the Jamacha Blvd. intersection with Campo Road/Highway 94 and then continuing with a 12-inch main along Campo Road to connect to an existing water line in Via Mercado.

   b) An 8-inch sewer main must be constructed by the project applicant or developer from the Skyline Wesleyan Church project to the existing 8-inch sewer main in Campo Road/Highway 94.

E.1 E.2 E.3 E.4

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E.1 As discussed in the AIS and in response E.3, two changes in water lines for the proposed project have been made in response to input from the Otay Water District. The AIS analyzes the environmental impacts of the two proposed water line modifications so that the Otay Water District and the applicant may rely on the Final SEIR for future action and environmental clearances

E.2 Mitigation Measure 4.8-1 on page 4.8-10 of the EIR states that "Approval shall be obtained from the County Water Authority to relocate a portion of the existing water line affected by the eastern driveway for the proposed church." As part of the approval from the County Water Authority, the applicant will be required to comply with conditions imposed by the County Water Authority to relocate the water line.

E.3 As discussed in the AIS, the project has been modified to incorporate two changes requested by the Otay Water District. The first change is the relocation of the offsite water line providing a redundant water supply. This water line was originally proposed along the western project boundary and extended offsite for approximately 1,000 feet to an existing 12-inch line in Via Escuda. This offsite water line has been relocated to extend along the northerly side of Campo Road from the western project driveway to Via Mercado, as requested by the Otay Water District and the Valle De Oro Community Planning Group. The second change is increasing the size of the onsite water line through the cemetery from 12-inches to 16-inches to facilitate increased demand in the area, as requested by the Otay Water District.

E.4 The proposed project includes construction of an 8-inch sewer main, as required by the Otay Water District.

E.5 4. All necessary water and sewer system easements must be obtained by the project applicant and conveyed to OWD.

5. The proposed project must meet OWD water and sewer facility requirements.

E.6 6. Before the commencement of construction of the project the applicant or developer should obtain copies of OWD record drawings to avoid conflicts with existing facilities. Prior to construction, the contractor must contact Underground Service Alert at 1-800-422-4133 at least 48 hours prior to beginning work.

Please contact me at 670-2293 if you need any further information or have any questions.

Sincerely,

Michael F. Coleman

Michael F. Coleman, AICP
Environmental Specialist

MC:cp

cc: Tim Stanton, OWD
Bart Mumford, OWD
Tom Harron, OWD
Dan Mahanke, OWD
Terry Kreuiter, OWD
David Charles, OWD
Jim Peasley, OWD
Ron Ripperger, OWD
Tony Lettieri, IMA, Inc.

E.5 As a condition of project approval, the applicant will be required to obtain all necessary water and sewer system easements and to conform with the requirements of the Otay Water District.

E.6 Comment noted. No response is necessary.

SWEETWATER AUTHORITY

505 GARRETT AVENUE
POST OFFICE BOX 2328
CHULA VISTA, CALIFORNIA 91912-2328
(619) 420-1413
FAX (619) 425-7469

April 5, 1996

Ms. Lory Nagem
County of San Diego
Department of Planning and Land Use
5201 Ruffin Road, Suite B
San Diego, CA 92123-1666

SUBJECT: COMMENTS ON THE DRAFT SUBSEQUENT EIR FOR SKYLINE WESLEYAN CHURCH AT RANCHO SAN DIEGO
SPA 94-001, MUP 88-039W, MUP 95-001, REZ 94-005, TM 5059
SWEETWATER RESERVOIR URBAN RUNOFF PROTECTION

Dear Ms. Nagem:

Sweetwater Authority has reviewed the Draft Subsequent Environmental Impact Report (SEIR) for the proposed Skyline Wesleyan Church at Rancho San Diego project. The document appears to adequately address potential project impacts with respect to drainage, erosion, and water quality issues. Further, the proposed drainage system, catchment facilities, and sedimentation basins provide an acceptable design for the construction and operation of the project. However, the Authority requests that the following additional measures be included in the mitigation section of the Final EIR, as well as the conditions of approval for the project:

F.1
1) Irrigation: Sweetwater Authority is opposed to the use of reclaimed water or groundwater for irrigation purposes, including the filling of any ponds. Any water used for irrigation purposes should meet the objectives of the San Diego Regional Water Quality Control Board for the Jamacha Basin. Sweetwater Authority agrees that potable water should be used for onsite irrigation, thereby preventing further degradation of water quality in the drainage basin.

F.2
2) Chemical Usage: Because the proposed cemetery and landscaped areas of the proposed project will use large quantities of fertilizers and pesticides, the Authority requests that the applicant be required to compile a list of all pesticides, herbicides, fungicides, and fertilizers proposed to be used on the site, with a Material Safety Data sheet (MSDS) on each substance. This list should be submitted to Sweetwater Authority's Director of Water Quality for his use in tracking any problems with these substances in the watershed. This submittal should be required prior to the approval of any final map and prior to the issuance of any grading permit or approval of any improvement plan for any unit of the Skyline Wesleyan Church project. Additionally, the Authority requests that the owner be required to submit an updated, complete list of herbicides, fungicides, pesticides, and fertilizers currently used on the site, with an MSDS on each substance, prior to January 31 of each year following project approval.

A Public Agency,
Serving National City, Chula Vista and Surrounding Areas

F.1 The Skyline Wesleyan Church is not proposing to use any reclaimed water for irrigation or other purposes, consistent with the objectives of the Sweetwater Authority and the San Diego Regional Water Quality Board.

F.2 As discussed on pages 4.7-6, Mitigation Measure 4.7-2 requires the project applicant to comply with the Sweetwater Authority Resolution 84-8 which requires payment of a fee to the Sweetwater Authority to mitigate urban runoff impacts on the Sweetwater Reservoir to below a level of significance. This mitigation measure is a condition of approval of the tentative map, the major use permit for the cemetery, and the major use permit modification for the church. In addition, the project applicant will comply with any region-wide adopted programs to protect water quality and the Sweetwater Reservoir water supply. The requested requirement is not necessary to reduce impacts to below a level of significance and therefore will not be made a condition of approval.

Mr. Tory Nagan
County of San Diego, Department of Planning and Land Use
SUBJECT: COMMENTS ON THE DRAFT SUBSEQUENT EIR FOR SKYLINE WESLEYAN CHURCH AT RANCHO SAN DIEGO
SWEETWATER RESERVOIR URBAN RUNOFF PROTECTION

April 5, 1996
Page 2

F.3 3) Planned Cemetery: As described above, a condition should be placed on MUP 95-001 with respect to chemical usage.

F.4 4) Resolution 84-8 As Appended (Resolution 88-5): Sweetwater Authority appreciates the inclusion of compliance with Resolution 84-8 As Amended in the mitigation measures listed in the SEIR. Compliance with this resolution will provide protection to Sweetwater Reservoir from the significant cumulative environmental impacts of urban runoff originating from this project.

F.5 5) Monitoring: The Authority requests that we be allowed to inspect the site periodically to assure that the project continues to operate in a manner which will not endanger the Sweetwater Reservoir water supply.

Thank you for the opportunity to comment on this project. We appreciate the applicant's sensitivity to water quality concerns and cooperation with Sweetwater Authority. If you have any questions, please contact Ms. Tory Mugleston at 420-1413, extension 672.

Very truly yours,

SWEETWATER AUTHORITY

Richard A. Reynolds
General Manager

RECEIVED
APR 08 1996
DEPARTMENT OF PLANNING AND LAND USE

RAR:TM

pc: Mr. Bill Stocks, Department of Planning and Land Use
Mr. Jack Phillips, Valle de Oro Community Planning Group
San Diego Chapter Director, Sierra Club
Mr. Bruce McIntyre, Lettick-McIntyre and Associates, Inc.,
1551 Fourth Avenue, Suite 410, San Diego, CA 92101-3153
Mr. James L. Smyth, Chief Engineer
Mr. Dennis Bushell, Sweetwater Authority, Director of Water Quality

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F.3 Refer to response to comment F.2.

F.4 Comment noted. No response required.

F.5 As stated in response to comment F.2, the project applicant will comply with any region-wide adopted programs to protect water quality and the Sweetwater Reservoir water supply.

San Diego County Water Authority
A Public Agency
3211 Fifth Avenue • San Diego, California 92103-5718
(619) 682-4100 FAX (619) 297-0511

March 29, 1996

County of San Diego
Department of Planning and Land Use
Project Processing Center
5201 Ruffin Road, Suite B
San Diego, CA 92123

RECEIVED
APR 01 1996
DEPARTMENT OF PLANNING AND LAND USE

Dear Ms. Nagem:

SKYLINE WESLEYAN CHURCH AT RANCHO SAN DIEGO
TM 5059, SPA94-001, R94-005, P88-039W

Thank you for sending the Draft EIR for the above referenced project. As acknowledged in the report, the San Diego County Water Authority (Authority) has right-of-ways (ROW) for pipelines of the First San Diego Aqueduct (La Mesa-Sweetwater Extension) which pass through the project site.

G.1 In addition to the pipeline vertical relocation mentioned, the project proposes other utility crossings and roadway encroachments. This and any other work associated with the proposed project encroaching upon the ROW would require approval by the Authority. Please contact Joe Polimino in our Right-of-way Department at 682-4258 to coordinate the review of the proposed work.

G.2 It appears that water conservation is partially being addressed through the use of low-flow fixtures and Xeriscape landscaping techniques. However the document lacks a discussion of potential reclaimed water use. This should be addressed especially since 63% of the projected water usage is expected to be for landscape irrigation. In addition to its use for outdoor irrigation, reclaimed water could also be used for flushing toilets and urinals in non-residential buildings (e.g., restrooms in parks, schools and commercial buildings). Requirements or incentives for the design and installation of reclaimed water supply lines should be included in anticipation of potential use of this source. For more information on the Authority's water reclamation policies and programs, please call Chris Reilly of the Water Reclamation Department at 682-4122.

The Authority appreciates your notifying our staff of this and any future projects which may affect Authority facilities. Please send a copy of the FEIR when it becomes available. If you have any questions, please contact Mark Tegio at (619) 682-4143.

Sincerely,

Lawrence J. Purcell, Manager
Water Resources Planning

LJP/mM
cc: Joe Polimino
Chris Reilly

MEMBER AGENCIES

3/29/96

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G.1 Mitigation Measure 4.8-1 on page 4.8-10 of the EIR has been revised, as follows, to also specify obtaining approval from the County Water Authority for utility crossings and roadway encroachments.

> ***Mitigation Measure 4.8-1:*** Approval shall be obtained from the County Water Authority to relocate a portion of the existing water line affected by the eastern driveway for the proposed church and for any work within the County Water Authority's right-of-way.

G.2 As discussed in response to comment F.1, the applicant is not proposing to use reclaimed water for irrigation to be consistent with the objectives of the Sweetwater Authority and the San Diego Regional Water Quality Control Board. The purpose of this prohibition is to protect the downstream domestic water supply. The Otay Water District is not allowed to use reclaimed water upstream from the Sweetwater Reservoir and consequently they do not have any reclaimed water facilities in the area (R. Ripperger, Otay Water District, pers. comm., 4/23/96).

VALLE DE ORO COMMUNITY PLANNING GROUP
P. O. BOX 3958
LA MESA, CA 91944-3958

April 7, 1996

Ms. Lory Nagem
County of San Diego
Dept. of Planning & Land Use
5201 Ruffin Rd., Suite B
San Diego, CA 92123-1666

SUBJECT: Skyline Wesleyan Church: SPA 94-001, P88-039W, P95-001, R94-005, TM 5059, & Project EIR

At our meeting of 3 April 1996, this Planning Group voted 9-0-0 to recommend that the proposed new church campus general design and location and new cemetery use have been found acceptable based largely upon the applicant's commitment to acquire, restore, and preserve in a natural state an adjacent 8-acre parcel that lies north of Campo Road between Via Mercado and the church campus (Via Mercado off-site mitigation parcel).

Acquisition and restoration of this adjacent parcel provides mitigation of the Planning Group's third and final major area of concern affecting implementation of the proposed project.

The Planning Group has been working with the applicant for ≈2 years in an effort to resolve issues associated with three general areas of concern: Community Design, Right-of-Way Protection, and Environmental (biology/wildlife). With acquisition of the Via Mercado parcel, resolution of the three general areas is complete. Several details of the development plan are still being worked on by the Planning Group and the applicant. For example, community design oversight will be necessary for development of the cemetery site (need "D" designator) and concern over the proposal to allow interments (burials) within right-of-way that may be needed for the development of SR54.

These and other details still in work are listed in the Summary of this report.

EIR REVIEW COMMENTS

As would be expected in any draft EIR for a project of this magnitude, our review discovered 19 problems with the document.

COMMENTS

These include comments ranging from clarity of presentation to disagreement with analyses. Our comments are as follows:

II-1 1. EIR does not clearly identify the location of manufactured slopes in excess of 30'.

II.2 2. States "no floodplains". Should include Campo Creek floodplains.
4.1-10

II.3 3. Does not require protection of RCA areas (Lots 3 & 4) with biological easements. Such easements should be dedicated over these parcels.
4.1-15

II.4 4. Does not adequately mitigate impacts to existing connectivity between areas of high-habitat values. Also does not address drainage-facility impacts to riparian vegetation in Campo Creek. Connectivity would be significantly enhanced through acquisition of the 8-acre parcel that is located immediately west of the church campus and north of Campo Road. Active restoration of this site's natural coastal sage vegetation should be undertaken as soon as possible to improve its habitat value for wildlife that will be displaced during grading and construction of the church campus. The 8-acre parcel should also be protected through the dedication of a biological open-space easement.
4.1-23

II.5 5. Site visibility location misaddressed as SR64 & Avocado Blvd. - should be SR94 & Avocado Blvd.
4.2-2

II.6 6. Should propose landscaping throughout upper parking deck.
4.2-19

II.7 7. Mitigation statements for visual quality should require active restoration of previously-graded areas that are not recovering.
4.2-32/33

II.8 8. Cactus Wrens were not identified as using the site. A large group of nests can be observed in a large stand of cholla cactus located along the northeastern boundary.
Sect. 4.3

II.9 9. Does not address the extent of the impact that will result from use of the hill-top cross. Mitigation measures should be developed that limit the extent of this use (split-rail

RESPONSES

II.1 Figure 4.2-1 on page 4.2-5 of the EIR illustrates the location of proposed manufactured slopes in excess of 15 feet. Since the County of San Diego's Guidelines for Implementing CEQA indicate that a slope which exceeds 15 feet in height is potentially significant, a slope height exceeding 15 feet was selected as an appropriate threshold criteria in the EIR analysis and in Figure 4.2-1. Approximately 40 percent of the slopes illustrated in Figure 4.2-1 which exceed 15 feet in height, also exceed 30 feet in height.

II.2 The RPO discussion on page 4.1-10 of the EIR has been revised, as follows, to clarify that no floodplains occur north of Campo Road on the property proposed for development

> RPO requires that environmentally sensitive lands be evaluated on a lot by lot basis. The subject property contains two environmentally sensitive lands: steep slopes and biologically sensitive lands. No floodplains occur north of Campo Road on the portion of the proposed property proposed for development and the cultural resource sites are not considered "unique" under RPO. Steep slopes occur on 51.5 acres (45%) of the total project area. Sensitive biological lands comprise 82.7 acres (72%) of the project area. The subject property contains four habitat types that are considered sensitive by the RPO. Diegan coastal sage scrub (DCSS), southern cottonwood willow riparian forest, southern willow scrub and mulefat scrub.

II.3 The project does not propose any development south of Campo Road within Lots 3 and 4 of the proposed tentative map. Consequently, there is no nexus to allow the County to require an open space easement over these lots. However, the applicant has prepared a Statement of Intention identifying the applicant's intention to provide an open space easement which ensures the preservation of Lots 3 and 4 as undeveloped open space but which allows the applicant the ability to sell biological mitigation credits for these parcels to others. The Statement of Intention is not a mitigation measure or condition of approval.

II.4 An extensive analysis of regional impacts (i.e impacts on biological core areas or wildlife corridor/linkages identified by the MSCP) is provided on pages 4.3-17 through 4.3-19 of the DSEIR. The analysis on pages 4.3-17 through 4.3-19 states that the proposed project does not lie within a regional biological core area of the MSCP, nor is it identified as within a linkage area connecting biological core areas. The analysis concludes that the project would not have a significant impact on regional biological resources nor would it impact significant wildlife movement corridors. In addition, the analysis acknowledges that existing development, existing roadways (i.e. Campo Road), and future roads (i.e. SR-94 and SR-54) form substantial barriers to ground movement of wildlife, although roads are generally less of an impediment to bird migration. As stated on page 4.3-19, the project has been designed to retain opportunities for birds to move through the area and to provide sufficient long-term habitat for at least four pairs of gnatcatchers allowing for periodic dispersal of juvenile birds offsite to Cuyamaca College, Damon Lane Park and areas south of Campo Creek. The County believes that the existing analysis and mitigation are adequate.

Although not required as mitigation for significant impacts to biological resources, the project applicant has agreed to acquire the eight-acre parcel located immediately west of the proposed church campus and north of Campo Road, subject to approval of the proposed project. Although acquisition of this parcel will enhance connectivity, Campo Road creates an impediment to ground movement of wildlife to Campo Creek and areas located south of Campo Road. The applicant has agreed, in the Skyline Wesleyan Church's Statement of Intention to the Board of Supervisors, to: 1) acquire the eight-acre Via Mercardo parcel, 2) grant a biological open space easement over the parcel to an environmental trust or a resource agency which preserves the Church's right to

use the property as mitigation land or to sell mitigation credits to others, and 3) facilitate restoration, where appropriate, with limited seeding and/or planting of coastal sage scrub container stock.

The EIR includes an analysis of drainage facility impacts (i.e. rip-rap energy dissipators on Campo Creek) on pages 4.3-12, 4.3-21 and 4.7-1 through 4.7-2. The proposed drainage facilities along Campo Creek are limited to providing rip-rap energy dissipators at the ends of the seven existing culverts under Campo Road which are estimated to impact 0.03 acres of broom baccharis. Notification of the U.S. Army Corps of Engineers under the Nationwide 26 Permit program will be required for impacts to "Waters of the U.S.". Mitigation Measure 4.3-8 (page 4.3-21) requires the applicant to obtain appropriate permits or provide evidence that permits are not required from the U.S. Army Corps of Engineers and the California Department of Fish and Game for impacts to broom baccharis scrub. In addition, Mitigation Measure 4.7-4 (page 4.7-6) requires that the plans for energy dissipators along Campo Creek be reviewed and approved by the County Department of Public Works. These two mitigation measures will ensure that impacts resulting from energy dissipators are adequately mitigated.

II.5 Page 4.2-2 of the EIR has been revised, as follows, to incorporate this revision

> The proposed church campus would be visible from several residences in the surrounding area including several residences located immediately west of the project area on Via Palma and Paseo Salamoner, approximately three homes along Via Escuda to the north, several homes in the vicinity of Calle Los Arboles on the slopes south of Campo Creek and several homes on the hillside northwest of the intersection of SR-54-94 and Avocado Boulevard.

II.6 Figure 2.4-7 on page 2-25 of the EIR illustrates the proposed landscaping on the upper parking deck which includes twenty-four 24-inch box Tipuana Tipu trees in raised planters. The figure numbers on page 4.2-12 have been revised to properly refer the reader to the proposed landscape plans illustrated in Figures 2.4-6 and 2.4-7 as follows:

> Figure 4.2-6 shows the unobstructed "birds eye view" of the church campus from the single-family residences on the ridgelines south of Campo Creek, as typified by this photo taken at the single-loaded segment of Del Rio Road. An estimated 16 residences located approximately 1,600 feet from the proposed development could have views of the church campus from their backyards, as well as five residences on Via Timoteo (Figure 4.2-4). The extent of the visibility of proposed church from these backyards varies depending on the type of landscaping and fencing in each yard. The visual impact of the large expanse of parking area from these homes would be reduced by the proposed parking lot landscaping shown in Figures 2.4-5~~6~~ and 2.4-6~~7~~. The visual impact of the proposed project from these homes would not be significant given the limited number of homes potentially affected, that existing fencing and landscaping would block views from some residences, and the distance of these homes from the project site.

In addition, the text on page 4.2-19 has been revised as follows to add that views of the upper parking deck would also be screened by planting twenty-four 24-inch box trees (Figure 2.4-7).

> Views of the future parking deck would be screened by landscaping along the parapet around the upper level of the parking deck and also along the edge of the ground level of parking area (Figure 4.2-8) and also by planting twenty-four 24-inch box trees on the upper parking deck (Figure 2.4-7). Given the proximity of

these residences and the scale of the proposed development, the project would substantially change the visual quality of approximately four adjacent residences. However, the impact is not considered significant given the limited number of affected homes.

11.7 The visual impacts associated with the previously disturbed areas on the ridgetop (pursuant to the approved plans for the church on the ridgeline) are not considered to be significant and therefore do not require mitigation. Refer to response to comment 11.28 for a discussion of the additional active restoration that the applicant has agreed to implement as biological mitigation within the previously disturbed area near the northerly project boundary.

> *Mitigation Measure 4.3-2:* A final Restoration Plan shall be approved by the Director, Department of Planning and Land Use and the California Department of Fish and Game. ~~The final plan shall specifying~~ the planting program as well as a monitoring and maintenance program. The passive restoration program shall occur on the 10.6 acres of the site that was cleared as part of the previous project approvals. The disturbed areas will be over seeded with a coastal sage scrub seed mix consistent with the sage scrub present onsite. Limited planting of coastal sage scrub container stock within the ruderal vegetation located west of the SR-54 IOD near the northern project boundary will occur, as deemed appropriate by the Department of Planning and Land Use and the California Department of Fish and Game, to facilitate restoration. These areas site will be hand weeded, once in March and once in May, for sweet fennel (*Foeniculum vulgare*) during the first year. The applicant shall submit a letter to the Department of Planning and Land Use indicating that the restoration planting and hand weeding have been completed.

11.8 As addressed in the following letter from Sweetwater Environmental Biologists to Bill Rowland dated April 2, 1996, the entire project site was resurveyed on March 30, 1996 to evaluate cactus wren usage. This survey confirmed the location of one cactus wren nest along the northern boundary of the project site. No other Cactus Wren nests were located within the project area and no cactus wrens responded to a tape of cactus wren vocalizations nor were any observed during the site visit. In addition to the March 1996 focused survey for cactus wrens, biological surveys of the project area since 1991 have not identified any active use of the cactus wren nest along the northern project boundary. Since the identified cactus wren nest was not occupied and is located within an area proposed as open space, the proposed project would not impact the cactus wren nests and no mitigation measures are required.

Sweetwater Environmental Biologists, Inc.
3434 Carmel del Mar North, Suite 270, San Diego, California 92108 (619) 434-3302 Fax (619) 434-3301

April 2, 1996

Mr. Bill Rowland
Rowland Company
1635 East Myrtle Avenue, Suite 100
Phoenix, Arizona 85020

Subject: Skyline Wesleyan Church

Dear Mr. Rowland:

The Valle de Oro Planning Group has recently provided evidence of cactus wren (*Campylorhynchus brunneicapillus*) use of the Skyline Wesleyan Church site. This letter provides an assessment of the site for this species.

Sweetwater Environmental Biologists, Inc. surveyed the site to evaluate cactus wren use. The site was visited on Saturday, March 30, 1996 by Deborah Pudoff. During that time, Ms. Pudoff surveyed the entire property north of Campo Road. In areas of cactus stands, Ms. Pudoff played a tape of cactus wren vocalizations. When there was no response, she inspected the cacti for cactus wren nests.

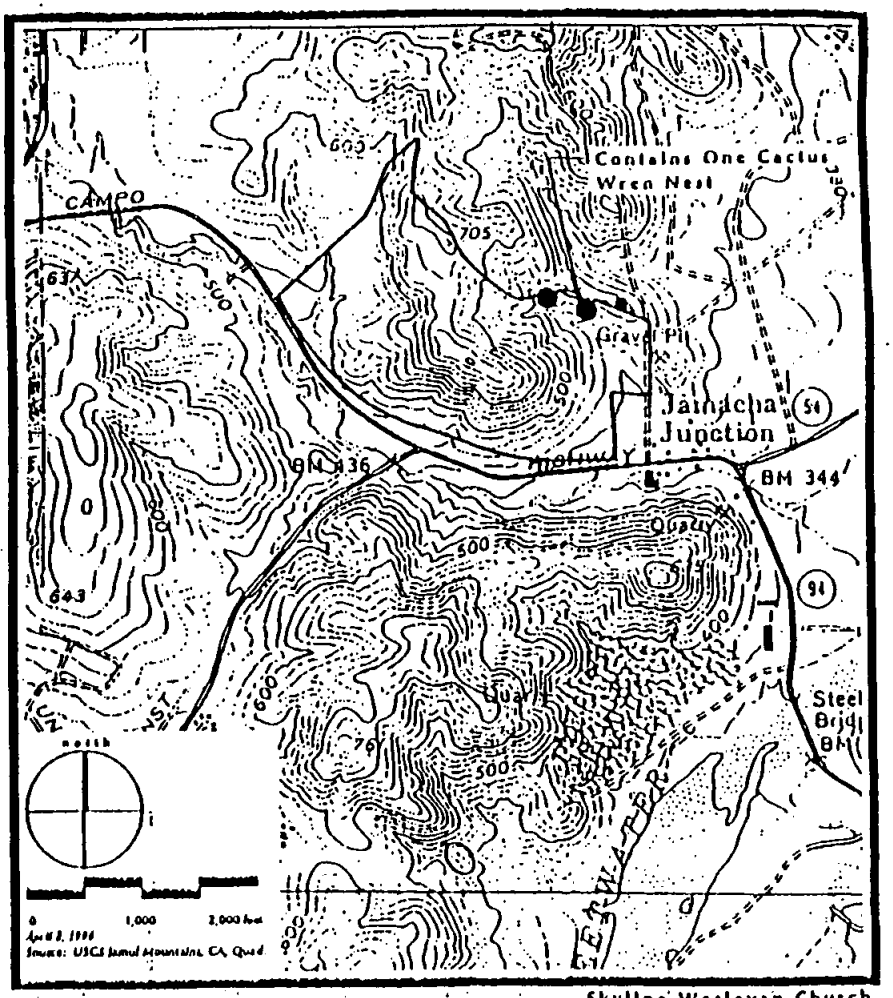
Two cactus stands were located which could provide cactus wren nesting habitat (Figure 1). Both are located near a small drainage which partially parallels the Otay Water District property adjacent to and north of the church site. No cactus wrens responded to the taped vocalizations. One cactus wren nest, which is at least one year old, was found. It was located in the eastern cactus stand.

Cactus wrens are very conspicuous birds and would very likely have been observed during the site visit if they are currently using the cactus stands on the church site (or immediately off site on Otay Water District property). Nevertheless, the location of the cactus stand with the nest is such that if cactus wrens do use it, it is anticipated that there will be no direct impacts to the birds since the cactus stand is in open space and not in a development area.

Very truly yours,

W. Larry Swird

cc: Bruce McIntyre
Attachment: Figure 1



Skyline Wesleyan Church
Approximate Locations of Cactus Stands

Figure 1

Swanwater
Environmental
Biologists, Inc.

COMMENTS

Page 3: Skyline Wesleyan Church; April 7, 1998

fencing along access trails and circumscribing the cross area, etc).
Sect. 4.3

10. Does not adequately address possible tertiary impacts resulting from installation of an auxiliary water line from Via Escuda, clearing along western boundary, and drainage facilities along Campo Creek. I1.10

11. Statements disclaim the value of open-space habitat and linkages. In our view, this habitat is now supporting sensitive wildlife and plays an important role in linking areas of high-habitat values in the north (±160 acres of preserved coastal sage scrub and riparian woodland/wetland) with wildlife refuge core areas to the south. Propose additional mitigation of off-site 8-acre Via Mercado/Campo parcel discussed in item 4, above. I1.11
Sect. 4.3

12. Mitigation measures for biological impacts should be improved.

-- No commitment to actively restore previously cleared areas I1.12
-- Proposed fencing should be more clearly defined to preclude unnecessary impacts to wildlife movement.
-- Statement re "no grading restrictions" is not a mitigation for biological impacts.
4.3-20,21 and App. C pg. 67

13. Assignment of only 7% of church-generated traffic to Avocado Blvd is questioned because Avocado will be the route of choice for most people traveling from El Cajon and the Mt. Helix area. Intersection improvements may be required to accommodate traffic increases in this corridor. I1.13
Sect. 4.4

14. Trip generation for the learning center should be four trips per child or 800 total instead of 400 total. I1.14
4.4-12

15. Estimates of park-and-ride usage are based upon 70% of trips during non-peak hours. This does not appear to be appropriate for this community. If utilized, the park-and-ride will have most of its use during peak-hour traffic and will cause additional peak-hour loading of intersections related to the church site. With existing park-and-ride facilities nearby at Avocado/SR-94 and Sweetwater Springs/SR-94 we question whether any need exists for this facility. I1.15
4.4-13

I1.1

RESPONSES

I1.9 The tentative map includes an open space easement over the portions of Lot 1 that will not be developed as part of the Major Use Permit. The grant of open space easement for Lot 1 defines and limits the uses and activities which may occur within the Lot 1 open space easement as follows: the existing cross; five six-foot benches and two six-foot picnic tables to be located near the existing cross; rail fencing along portions of the trails to serve as a barrier to pedestrian intrusion into the open space; implementation of the Restoration Plan required as a biological mitigation measure; continued use and maintenance of the existing non-dedicated and unimproved pedestrian trails and fire break truck access; a maximum of 100 people at a time at the existing widened trail area near the existing cross; and fencing around the natural open space area to limit human intrusion.

I1.10 As discussed in the AIS, the project design has been modified to eliminate the water line along the western project boundary which extended offsite for approximately 1,000 feet to Via Escuda. This water line has been relocated along the north side of Campo Road extending westerly from western project driveway to Via Mercado. However, as noted in the AIS, 30-feet of clearing along the western project boundary is required by the Fire Marshall for brush management. Refer to the response to comment I1.4 for a discussion of the impacts from drainage facilities along Campo Creek.

I1.11 Refer to the response to comment I1.4 for a discussion of the project's impact on open space linkages and the acquisition of the eight-acre parcel west of the proposed church campus. Additional information on the acquisition of the eight-acre Via Mercado parcel is also provided in the AIS.

I1.12 Refer to the responses to comments I1.7, I1.9 and C.2 which respond to the request to improve three of the biological impact mitigation measures.

I1.13 The assignment of 7% of church generated traffic to Avocado Boulevard was made based on SANDAG's model of regional traffic distribution which was then adjusted to reflect the distribution of the existing and anticipated future congregation of the proposed church relocation. In addition, the peak traffic generated by the proposed church will occur on Sunday mornings when traffic volumes on Avocado Boulevard would be less than during the typical weekday peak hours. Project impacts do not warrant improvements to the intersection.

I1.14 The traffic study assumed an occupancy of two children per vehicle, resulting in a trip generation of two trips per child, or a total of 400 trips. The County believes this assumption is valid and adequate.

I1.15 As discussed in response to comment B.1, in response to comments received during public review, the applicant has revised the proposed project to eliminate the park-and-ride lot. This design modification is discussed in more detail in the AIS.

COMMENTS

Page 4: Skyline Wesleyan Church: April 7, 1998

11.16 16. No analysis of or mitigation of impacts to Avocado Blvd and related intersections.
Sect. 4.4

11.17 17. The proposed shared use of through lanes on SR94 should not be considered a mitigation. No through travel lanes should be planned for use as shared right-turn lane.
4.4-28 & 29

11.18 18. Analysis of and mitigations for construction noise should be improved. If possible, development of the site should be staged in a manner to mitigate these impacts (use of temporary berms, early development of westerly mitigation wall, etc).

11.19 The proposed "loop" waterline connection to Via Escuda should be relocated to eliminate construction noise and visual impacts to residences along Via Palma.
4.5-5.5.11

11.20 19. Energy dissipators required along Campo Creek should be more fully defined and analyzed in the EIR because they may directly affect the riparian habitat of Campo Creek (loss of understory vegetation, etc).
4.1-8

SUMMARY OF PROJECT DETAILS "IN WORK"

In consonance with many of the Planning Group's EIR comments, the following detail items affecting implementation of the church project are currently under study for resolution by the applicant and this Planning Group:

11.21 1. Continued work on architectural and landscape details of the church campus site;

11.22 2. Relocation of the water line proposed across the face of the natural slope above Via Palma;

11.23 3. Use of environmentally sensitive fuel management zone rather than clearing across the natural slope above Via Palma;

11.24 4. Reduction of nighttime visual impacts in northwestern parking areas by limiting lighting standards to 12' maximum height and limiting nighttime use;

11.25 5. Possible mitigations for construction noise (build access and wall and landscape first, etc.);

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RESPONSES

11.16 As discussed in response 11.13, the County determined that Avocado Boulevard did not need to be included in the study area given the limited distribution of project generated traffic on Avocado Boulevard and the peak church usage on Sunday mornings when traffic volumes on roadways are lighter.

11.17 In response to concerns identified by the Valle De Oro Community Planning Group and Caltrans, the applicant has modified the travel lane configuration at the east entrance to the church. The proposed modification would add a second right-turn only lane from westbound Campo Road into the eastern church driveway. This design modification is discussed in more detail in the AIS.

11.18 Construction noise is required to meet the San Diego County Noise Ordinance, Section 36.410 of the County Code which limits hours of construction to 7:00 a.m. to 7:00 p.m., Monday through Saturday. The ordinance also requires that construction noise levels not exceed 75 dB, averaged over an eight-hour period. The noise study revealed that construction noise limits of the noise ordinance would be exceeded if the maximum noise level (88.5 dB) persisted for eight hours within 240 feet of the adjacent residences. However, the nature of grading, compaction and paving operations is such that the equipment would likely be within 240 feet for very short periods of each pass. Therefore, the average noise level would be much less that 75 dB. Since the analysis determined the short-term construction noise impact would be less than significant, additional analysis and/or mitigation measures are not required.

11.19 As discussed in response to comment 11.10 and the AIS, the project design has been modified to relocate the offsite water line to the north side of Campo Road extending westerly from western project driveway to Via Mercado.

11.20 Refer to response to comment 11.4.

11.21 No response is necessary since this is issue does not address the adequacy of the EIR.

11.22 Refer to responses to comments 11.10, 11.18 and the AIS.

11.23 As discussed in response to comment 11.10, the Fire Marshall is requiring 30 feet of clearing along the western project boundary for brush management.

11.24 In response to concerns from the community, the applicant has agreed to modify the lighting plan in the northern parking area. Specifically, the applicant has agreed to reduce the height of the light standards in the northern parking area from 14 feet to 12 feet. In addition, the Major Use Permit for the church includes a condition requiring automatic shut off of parking lot lighting at 10 p.m. except for special events when the lights may remain on until 11 p.m.

11.25 Refer to response to comment 11.18.

II.26 6. Selection of a more appropriate zone for the cemetery site (replace M-52 zone);

II.27 7. Development of site plan review requirement for cemetery through use of "D" designator and commercial site-plan design requirements in the Rancho San Diego Specific Plan;

II.28 8. Active rather than passive restoration of previously cleared areas (need to focus active restoration in areas not recovering - more than 10.6 acres involved - Fig 4.3-2);

II.29 9. Needed controls over use of top-of-hill cross area;

II.30 10. Dedication of biological easements over lots 3 & 4 (South of Campo Road);

II.31 11. Fencing plan to allow wildlife movement;

II.32 12. Possible impacts to Campo Creek habitat from site drainage improvements;

II.33 13. Burials after 15 years in Right-Of-Way that may be needed for SR54; and

II.34 14. Possible elimination of park & ride from plan (two park & ride facilities are already located nearby at Avocado/SR94 & Sweetwater Springs/SR94).

Sincerely,

Jack L. Phillips
Chairman, VDOCPG

000056 AUG 21 96

Copy to: Supervisor Dianne S. Jacob

II.26 The applicant is proposing to retain the existing M52 zone over the portion of the site to be developed with the cemetery. Cemeteries are permitted in the M52 zone subject to approval of a major use permit and therefore no rezoning is required.

II.27 The site plans and elevations included in the Major Use Permit application for the cemetery satisfy the "D" designator design review requirements.

II.28 Mitigation Measure 4.3-2 on page 4.3-20 of the DSEIR requires the applicant to implement a passive restoration program on the 10.6 acres that were cleared as part of the previous project approvals. In response to concerns raised by the Valle De Oro Community Planning Group, the applicant has agreed to facilitate the restoration process through the limited planting of coastal sage scrub container stock within the ruderal vegetation located west of the SR-54 IOD near the northern project boundary. Mitigation Measure 4.3-2 on page 4.3-20 of the DSEIR has been revised, as shown in response to comment II.7, to incorporate the additional restoration agreed to by the applicant and to clarify the reporting program for the restoration program.

II.29 Refer to response to comment II.9.

II.30 Refer to response to comment II.3.

II.31 Mitigation Measure 4.3-5 on page 4.3-20 of the EIR states that fencing shall be constructed adjacent to the natural open space areas to the satisfaction of the Director of the Department of Planning and Land Use (DPLU). This fencing would provide for wildlife movement, as deemed appropriate by the Director of DPLU.

II.32 Refer to response to comment II.4.

II.33 As discussed in the AIS, the applicant has agreed to restrict burials within the Phase II supplemental setback area for SR-54 for 25 years instead of 15 years, as originally proposed.

II.34 Refer to response to comment II.15.

COMMENTS

San Diego County Archaeological Society
Environmental Review Committee

March 16, 1996

RECEIVED
MAR 19 1996
DEPARTMENT OF PLANNING AND LAND USE

To: Ms. Lory Hagem
Department of Planning and Land Use
County of San Diego
5201 Ruffin Road, Suite B
San Diego, California 92123-2960

Subject: Draft Subsequent Environmental Impact Report
Skyline Wesleyan Church
SPA 94-001, P88-039W, P95-001, R94-005, TM 5059, Log No. 94-19-10

Dear Ms. Hagem:

I have reviewed the cultural resources aspects of the subject DSEIR on behalf of this committee of the San Diego County Archaeological Society.

Based on the information contained in the DSEIR and the "Cultural Resource Extended Test and Survey Report" for the project, we concur in the impact analysis and mitigation measures presented for sites within the project area of the Skyline Wesleyan Church project.

I-1 There are a few discrepancies, rather minor, between the cultural resource report and Section 4.6 of the DSEIR. For example, the former calls for 16% salvage excavation of SDI-4763, Locus I, while the DSEIR includes wording to permit a lesser level of excavation. This may well be acceptable, but the County should require written agreement by the authors of the cultural resource report, Gallegos & Associates, before presenting the project to the Planning Commission for approval. A technically insignificant, but still curious, wording change occurs in the requirements for archaeological monitors

I-2 to be present during certain operations. The DSEIR indicates that the reason is "to prohibit relic collecting by the work crews and recover artifacts exposed by this operation." The Gallegos & Associates report does not state or imply that the work crews are the only or major concern. There are a few other cases of sloppy copying of the Gallegos & Associates report into the DSEIR. The County and the applicant deserve better editing work than the DSEIR provides.

Sincerely,

James W. Royle, Jr., Chairperson
Environmental Review Committee

cc: Gallegos & Associates, SDCAS President, file

P.O. Box 81106 . San Diego, CA 92138-1106 . (619) 538-0935

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RESPONSES

I.1 Page 4.6-7 of the EIR has been revised, as follows, to provide consistent mitigation language requiring a 16% salvage excavation.

Submit a Research Design to conduct a 16% salvage excavation of CA-SDI-4763 Locus I to be directly impacted by grading for Skyline Wesleyan Church facilities. If the consulting archaeologist believes that the research questions can be sufficiently answered without carrying out the full 16% sample, excavation may be terminated with concurrence from the Director of Planning and Land Use.

I.2 Page 4.6-8 of the EIR has been revised, as follows, to delete "by the work crews".

During all vegetation removal, soil capping, and other activities conducted until the site has been capped, an archaeology monitor shall be present to prohibit relic collecting by the work crews and to recover artifacts exposed by this operation.

March 29, 1996

County of San Diego
Department of Planning and Land Use
5201 Ruffin Road
San Diego, CA 92123

Re: Environmental Impact Report for
Skyline Wesleyan Church at
Rancho San Diego

SPA 94-001
MUP Mod P88-039-W
Log No. 94-19-10

Dear Department of Planning and Land Use:

My family and I first became aware of the proposed Skyline Wesleyan Church (SWC) project shortly after we moved into the neighborhood in December of 1988. Since that time we have seen many attempts by SWC to push their project into the Rancho San Diego community, only to find stubborn yet not always successful resistance. On December 18, 1991 when SWC won approval from the County Board of Supervisors for development of their church facility on top of the ridgeline, our community received a fatal blow to it's tranquility and small town ambiance. Neighbors we have known for almost 8 years, started to move away after that black day in December '91, because they didn't want to be engulfed by a church so large it could only be matched by the egos of their members. But as months, then years passed, the church the community fought to keep out, realized their pocket books were no match for their own egos and had to scale down their project to affordable dimensions.

Along with this scaled down version of their dream, SWC also changed their approach to our community, they became humble. And with this new found humility, they reached into our community looking for our concerns and fears, and found more understanding in return. Granted, with the project being considerably smaller or less of the community now affected, maybe there's more apathy than understanding. But as a resident on Via Palma, this project greatly affects our family's quality of life. After just receiving and reading the EIR for this project, we would like the DPLU to address the following concerns and/or recommendations.

LIGHTING: (4.10-1)

Although the EIR addresses the impact to "dark sky" no mention is made that we can [illegible]

of the impact to "area residents" regarding the additional lighting illumination at night caused by this project. The quality of life for the immediate residents adjacent to the proposed project will greatly impact these homes, and to some degree everyone in the community.

CONCERNS:

1. With the large amount of light fixtures used for the huge parking areas project, along with the night time illumination of the buildings, existing light levels in the area will increase dramatically once this project is in operation. The night time tranquility of the community will be lost forever due to the ambient light cast into the night sky like so many, many shopping centers with their parking lot lights.

J.1 RECOMMENDATIONS:

1. Further EIR studies should be authorized to evaluate the direct impact to the community, as was done to determine the impact to the "dark sky".

2. Decrease the level of lights and/or lumens to the parking areas, in particular, those areas which significantly impact adjacent homes.

3. Set and/or establish acceptable lighting levels for the project to lessen the impact to the community.

LAW ENFORCEMENT: (4.8-8)

The EIR document spoke very little on the impact of public services regarding law enforcement, although it does appear that the Sheriff's Department was contacted for their comments. But what was asked of them concerning this EIR?

CONCERNS:

J.2 1. What means of security is provided in this project, if any, for protection against after hours activities by trespassers. ie.. teenagers using the unsecured parking lots for illegal juvenile activities, homeless or vagrant people hanging around, etc.

J.3 2. With the encroachment of graffiti in the area, what measure is the project making to discourage or prevent graffiti along the 8-foot block wall along the west property line of the project.

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J.1 As stated on page 4.1-24 of the EIR, a photometric lighting analysis was prepared for the proposed project to ensure that the lighting within the project area would not extend beyond the limits of the church property. The lighting analysis was prepared by R.E. Wall & Associates Incorporated, Registered Electrical Engineers. The study analyzed the parking lot lighting and plotted a grid of feet candles of light lumens throughout the parking lot and extending offsite around the perimeter of the parking lot. This lighting analysis indicated that the candle lumens offsite would 0.00 candle lumens (i.e. no measurable light would extend beyond the project boundaries).

However, as discussed in the AIS and in Response to Comment II.24, the applicant has modified the proposed lighting in the northern parking area to reduce the height of the light standards from 14 feet to 12 feet to respond to concerns from the community about lighting in this area.

J.2 As stated on page 2.14 of the DSEIR, evening classes and programs would be held during the week until 10 p.m. In addition, evening custodians would also be working on the church campus. These evening activities would discourage non-related church activities on the campus during the evening hours. Since this issue was not identified as a significant environmental impact, other security measures are being required.

J.3 As illustrated in Figure 2.4-6 on page 2-23 of the EIR, landscaping is proposed along the eight-foot-high block wall along the end of the western driveway which will discourage graffiti as the vegetation matures.

J.4 3. The proposed Park and Ride Facility (figure 4.5-1) will encourage more car thieves into the area, and in general raise the crime rate which in turns impacts the public services.

RECOMMENDATIONS:

J.5 1. Authorize a more detailed EIR section regarding law enforcement impacts with statistical crime reports to analyze.

J.6 2. Require in writing to the project that some type of security measures are used to discourage vandals and vagrants such as a security gate at the parking lot entrances.

J.7 3. Require that anti-graffiti materials be used and/or applied to the 8-foot block wall.

J.8 4. Authorize a more detailed EIR section regarding the Park and Ride Facility (figure 4.5-1) and the impacts it will have on the community.

NOISE: (4.5-1)

The noise impact this project will have on the community appears to be detailed quite extensively in the EIR document. And it appears the County's codes outlining acceptable measured dB levels have already been exceeded in the area of this proposed project. With drilling and blasting noise coupled with earth moving equipment the adjacent residents are surely to be at their wits end. And although these noise levels can easily be J.9 explained as only "temporary during construction" nowhere could we find any real time project build-out schedule except references to "phase 1" or "phase 2".

CONCERNS:

J.1 1. With the dB levels already exceeded, what will the anticipated dB levels be once this project is completed? And what level does the County of San Diego consider harmful to permanent residents in the immediate vicinity of the proposed project?

RECOMMENDATIONS:

J.1. 1. Recommend that the project give some anticipated construction schedule so the community can truly evaluate the noise levels. And require HVAC

J.4 As discussed in Responses to Comments D.1 and H.15 and the AIS, the project has been modified to eliminate the proposed park and ride facility near the western project driveway.

J.5 The EIR (pages 4.8-2 and 4.8-8) analyzes the project's impact of law enforcement services. As discussed in Response to Comment D.5, the EIR has been revised to include updated response times statistics for 1995. A more detailed analysis of law enforcement impacts is not deemed necessary.

J.6 See Response to Comment J.2.

J.7 See Response to Comment J.3.

J.8 See Response to Comment J.4.

J.9 The phasing of the proposed church facilities is discussed in Section 2.4 of the DSEIR. As discussed on page 2-8 of the DSEIR, the church facility would be constructed in two main phases although development within each phase would occur incrementally as funding becomes available. Grading of the church campus would occur in two phases corresponding to the two main development phases. It is anticipated that grading for the first phase would take approximately five months to complete with ground breaking estimated to begin in August, 1997. It is also anticipated that the initial phase of construction would include the Worship Center and Fellowship Center, and would take approximately 13 months to complete. Development of all of the parking lot areas would be completed with the initial phase of development except for the Phase II parking deck which would be added with the Phase II expansion of the Worship Center.

J.10 The detailed parking lot activity noise analysis calculated the noise level of activity without a noise wall barrier, from a distance of 200 feet with a result of 49 dB. Existing dB levels are exceeded due to background noise generated by traffic on Campo Road. The nearest residences are 240 feet from a proposed parking structure. A masonry wall is proposed which would attenuate noise levels by over five dB and would ensure noise impacts on residential receptors are minimized. Noise levels with full attendance are anticipated to be below the 50 dB San Diego County standard. In addition, Mitigation Measure 4.5-2, a condition of project approval, requires a noise analysis which demonstrates compliance with this standard.

J.11 Concerning construction schedules, see Response to Comment J.9. In regard to noise impacts generated by HVAC equipment, because the equipment on the major structures may operate between 10:00 p.m. and 7:00 a.m., the San Diego County noise ordinance standard of 45 dB must be met at the residential property line. Equipment located on major church structures will be approximately 700 feet from the adjacent residential property line. As identified in the DSEIR, this distance would attenuate HVAC noise levels about 23 dB, allowing an unshielded equipment noise level of 68 dB at 50 feet. At 700 feet, this impact is not significant. However, a modular building may be positioned on the northwest corner of the parking lot closer to adjacent residences. Noise from these small HVAC units would be attenuated adequately by the proposed screening wall, natural screening effects of landscaping, and through implementation of a condition of project approval (EIR Mitigation Measure 4.5-3) requiring that roof units be analyzed to ensure that mechanical equipment not exceed the 45 dB requirement.

equipment be built and/or positioned in the buildings with sound deflectors to minimize the impact to the already exceeded dB levels.

2. Require strict sound requirements for the proposed facility, such as no church bells and/or loud music before 8:00am on Sundays to allow area residents to enjoy their morning sleep-in or other activity. These sound requirements should also address how late the facility can operate at night so residents who retire early can do so.

I.12

Thank you for taking the time to read this letter regarding our concerns to the Skyline Wesleyan Church project. As this is our first time addressing the County of San Diego regarding an EIR document, we are not educated in the protocol of our recommendations. We are unsure if this is the correct agency to mandate changes to the project's plan so if we are in error could you please direct us to the correct public agency.

If you have any questions, please call.

Sincerely,

Alex Concha
Melissa Concha
3427 Via Palma
La Mesa, CA 91941-7327

Daytime Phone No: 560-0808
978-7617 pager

I.12 The Major Use Permit for the church includes the following condition limiting sound and noise from the church:

> No loudspeaker or sound amplification system shall be used to produce sounds in violation of the County Noise Ordinance (except for an electric bell or chime system which may be sounded between 8 a.m. and sunset one day per week and on religious holidays for the church only).

Other noise impacts from use of the church site have not been determined to be significant, therefore no restrictions on hours of operation are required. However, the Major Use Permit for the church includes a condition limiting the hours of operation of the church from 7 a.m. to 10 p.m.

RECEIVED
APR 01 1996
DEPARTMENT OF PLANNING AND LAND USE

3646-77 Alvarado Village Ct.
La Mesa, CA 91941
March 29, 1996

To: Dept. of Planning + Land Use

Dear Ms. Laybourne,

This past Tues I attended a meeting about the Sky Line Wesleyan Church Complex that will be built in Rancho San Diego. I learned that their Environmental Impact Report was complete and the public had a week's time to put in their input.

I am very upset about one particular part of this project and asked them to look into the matter over a year ago. They didn't! What concerns me most is the location of the proposed "PARK AND RIDE". I've enclosed a photo marked with a circle and and X. The circle denotes the location of the church driveway & the X signifies the PARK AND RIDE. The photo was taken from the patio of MANY of the condos in Alvarado Village overlook either Hwy. 94 or the church site. The church proposes to develop 81 acres of a 205 acre site. Why do they have to tear up one canyon even further, and put a park & ride under our noses!? There are certainly other places they could put it, if they are so

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AUG 23 96

K.1 Refer to Response to Comment II.15.

COMMENTS

RESPONSES

K.1 determined to make Cal Trans happy.
We already have 2 other Park and Rides close by, and they are never full. However, should that change in the future, I would like assurance the Skyline locate it in another place -- such as the industrial zone part of their parcel.

Sincerely,
Barbara Bailey Vieci

000063 AUG 21 96

NOTICE OF DETERMINATION

TO: X Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

X Recorder/County Clerk
County of San Diego
M.S. A33

FROM: County of San Diego
Dept. of Planning and Land Use
5201 Ruffin Road, Suite B
San Diego, California 92123

Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

Project Title: SPA 94-001, P88-039W[1], P95-001, R94-005, TM 5059RPL[4], Log No. 94-19-10; Skyline Wesleyan Church

State Clearinghouse Number (If submitted to Clearinghouse): 95041017
Contact Person: Lory Nagem Area Code/Telephone No.: (619) 694-3692

Project Location (include County): The project site is located along Campo Road in an area between Via Mercado and Jamacha Boulevard (Jamacha Junction) with the majority of the property, including the proposed church and cemetery sites, lying on the north side of Campo Road. The site is in Rancho San Diego, within the Valle de Oro Community Plan area, San Diego County.

Project Description: A Tentative Map to subdivide the 114.2 acres into 5 lots, a Major Use Permit Modification to relocate the approved church from above to below the ridgeline within Lot 1 of TM 5059RPL[4], a Major Use Permit for an 8.1 acre cemetery within Lot 2 of TM 5059RPL[4], an amendment to the Rancho San Diego Specific Plan, and a Zone Reclassification to reconfigure existing land use designations and zones within the site to accommodate the proposed project.

This is to advise that the County of San Diego has approved the above described project on _____ and has made the following determinations regarding the above described project:

1. The project [X] will [ ] will not have a significant effect on the environment.
2. [X] An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   [ ] A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [X] were [ ] were not made a condition of the approval of the project.
4. A statement of Overriding Considerations [ ] was [X] was not adopted for this project.
5. Findings [X] were [ ] were not made pursuant to the provisions of CEQA.

Project Status under AB 3158 (Department of Fish and Game Fees):

[ ] Certificate of Fee Exemption (Attached)
[ ] Proof of Payment of Fees (Attached)
[ ] Required Fees Paid (date)_____
[X] Required Fees Have Not Been Paid

This is to certify that the Environmental Impact Report with comments and responses and record of project approval is available to the General Public at the Dept. of Planning and Land Use, 5201 Ruffin Road, Suite B, San Diego, California 92123.

Date received for filing and posting at OPR:_____

Signature (Public Agency)	July 30, 1996 Date	Director, Planning and Land Use Title

FOR USE OF THE CLERK OF THE BOARD OF SUPERVISORS ONLY

On_____, Board Order No. _____ the Board of Supervisors of the County of San Diego approved and made the above environmental determinations regarding the above described project.

THOMAS J. PASTUSZKA
Clerk of the Board of Supervisors

By_____ Deputy

cc: Department of Planning and Land Use (0650)
Department of _____

Revised February, 1996

NOD-NOE.96\SPA94001.NOD;dld;jcr

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STATEMENT OF LOCATION AND CUSTODIAN OF DOCUMENTS OR OTHER MATERIALS THAT CONSTITUTE A RECORD OF PROCEEDINGS

The CEQA (Section 21081.6[d]) requires that the lead agency (in this case the County of San Diego) specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based. It is the purpose of this statement to satisfy this requirement.

Location of documents and other materials which constitute the record of proceedings:

County of San Diego
Clerk of the Board of Supervisors
1600 Pacific Highway, 4th Floor
San Diego, California 92101

County of San Diego
Department of Planning and Land Use
5201 Ruffin Road, Suite B
San Diego, California 92123

Custodian:

County of San Diego
Clerk of the Board of Supervisors
1600 Pacific Highway, 4th Floor
San Diego, California 92101

County of San Diego
Department of Planning and Land Use
Project Processing/File Room Clerk
5201 Ruffin Road, Suite B
San Diego, California 92123

Project Name:

Skyline Wesleyan Church

Reference Case Numbers:

SPA 94-001, R94-005, P88-039W[1], P95-001, TM 5059RPL[3]; Log No. 94-19-10

EIRS\SPA94001.EIR;dld/tf

ADDITIONAL INFORMATION STATEMENT

Skyline Wesleyan Church at Rancho San Diego
SPA 94-001, MUP Mod P88-039-W, MUP 95-001, R 94-005, TM 5059RPL[4]
Log #94-19-10, SCH #95041017

1.0 Introduction

This Additional Information Statement (AIS) supplements the Draft Subsequent Environmental Impact Report (DSEIR) for the above-referenced project, dated February 14, 1996. The DSEIR was made available for public review between February 20 and April 4, 1996. Public review comments on the DSEIR were received from Caltrans, the Governor's Office of Planning and Research, the Department of Fish and Game, the County Sheriff's Department, Otay Water District, Sweetwater Authority, San Diego County Water Authority, Valle De Oro Community Planning Group, San Diego County Archaeological Society, Alex and Melissa Concha, and Barbara Bailey Viera. These comments and associated responses are included in the County of San Diego Department of Planning and Land Use (DPLU) Staff Report for the proposed project, as part of the final SEIR.

Based on comments received during the 45-day Public Review period for the DSEIR, modifications were made in the proposed project to respond to issues raised in several of the public review letters of comment. The following discussion has been added to the Final SEIR to identify the modifications that have been made in the project and to provide the decision-maker with updated information on the environmental effects of the modified project. As discussed below, the project modifications would not result in any new significant environmental impacts that were not previously identified in the DSEIR. Therefore, no additional environmental review of the Final SEIR is considered necessary.

2.0 Description of Modified Project

The revised tentative map incorporates design modifications that respond to comments made during the public review period for the DSEIR. The major design changes relate to relocating the offsite water line and adding a second right-turn lane on Campo Road for westbound traffic turning right into the eastern church driveway. These are the only two proposed modifications which would result in physical changes altering and increasing the area of disturbance previously analyzed in the DSEIR. All other modifications to the project design would not alter the scope of the physical modifications to the site, but rather modify the functional aspects of the project design to respond to specific issues identified in the letters of comment received during the public

review period. The specific modifications in project design are summarized below. Exhibit A illustrates the project modifications on the tentative map analyzed in the DSEIR and the revised tentative map incorporating the project modifications is included in Exhibit B.

Relocation of the Offsite Water Line

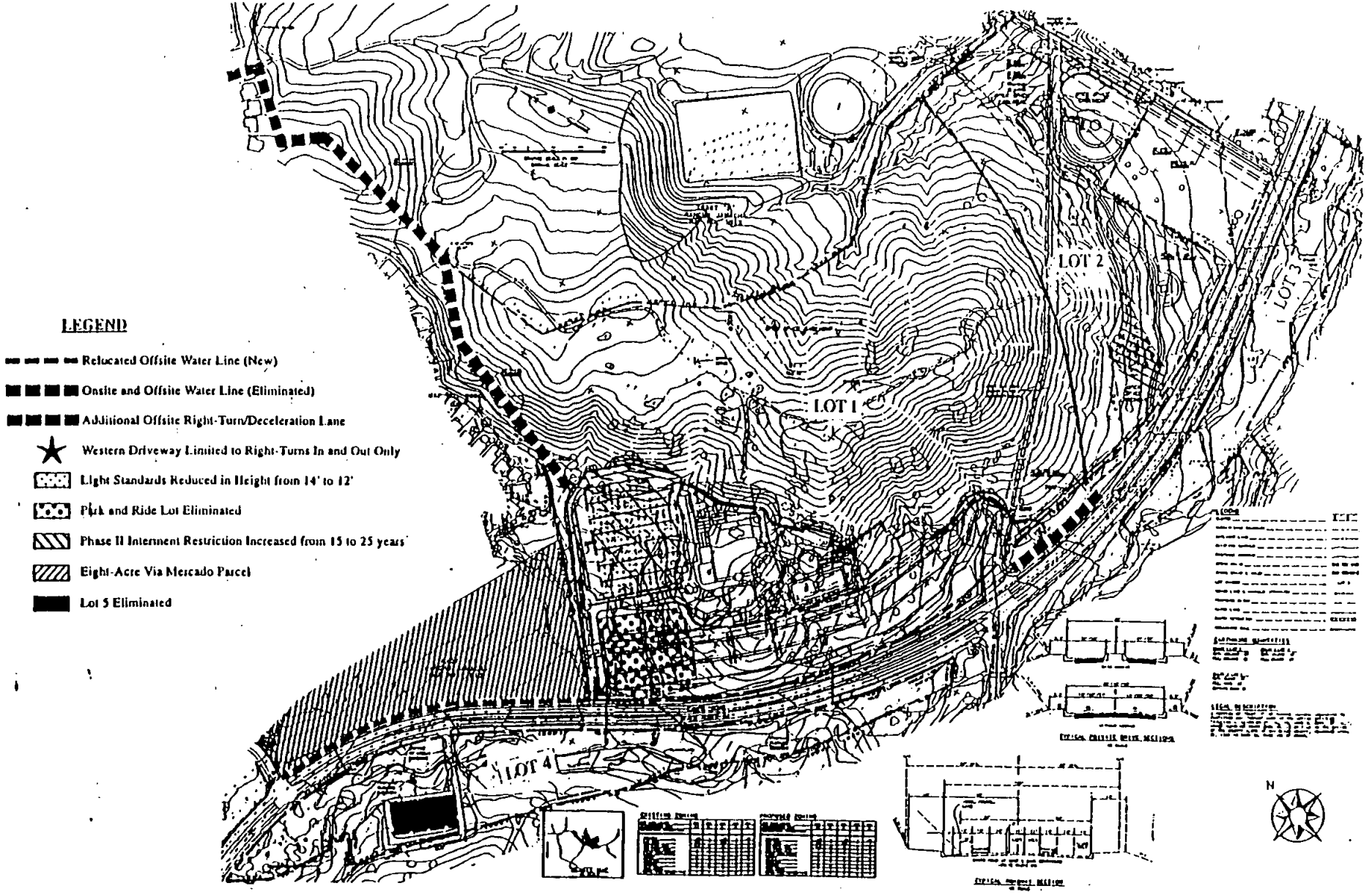
The proposed project provided a redundant water supply to reduce the risk to public safety through the loss of water from an earthquake or other problems. The redundant or second water connection (a 12-inch water line) was proposed along the western boundary of the church property, extending offsite for approximately 1,000 feet from the northwestern corner of the site to an existing 12-inch line in Via Escuda. During the public review period, the Otay Water District requested changing the location of the proposed offsite water line providing a redundant water connection. In addition, the Valle De Oro Community Planning Group raised concerns about impacts resulting from the water line along the western project boundary extending offsite to Via Escuda.

As recommended by the Otay Water District, the project design has been revised to eliminate the water line along the western project boundary which extended offsite from the northwestern corner of the site to Via Escuda. The revised project would construct a 12-inch offsite water line within a 20-foot water easement adjacent to the north side of Campo Road, extending offsite for approximately 1200 feet from the western project driveway to the existing 12-inch water line in Via Mercado. Exhibit C illustrates the revised location of the offsite water line and the area of disturbance associated with the new water line. The area of additional disturbance for the relocated offsite water line ranges from approximately 25 feet along the eastern portion of the line up to a maximum of 45 feet along the western portion of the water line. A ten-foot-high cut slope would be created north of the western portion of the relocated water line.

Although the water line along the western project boundary would be eliminated, clearing for brush management along the western property boundary would still be required by the Fire Marshall. Consequently, the revised project includes a 30-foot wide fuel modification zone along the western boundary of the project site within the ownership of the Skyline Wesleyan Church.

Additional Right-Turn Lane Along Campo Road

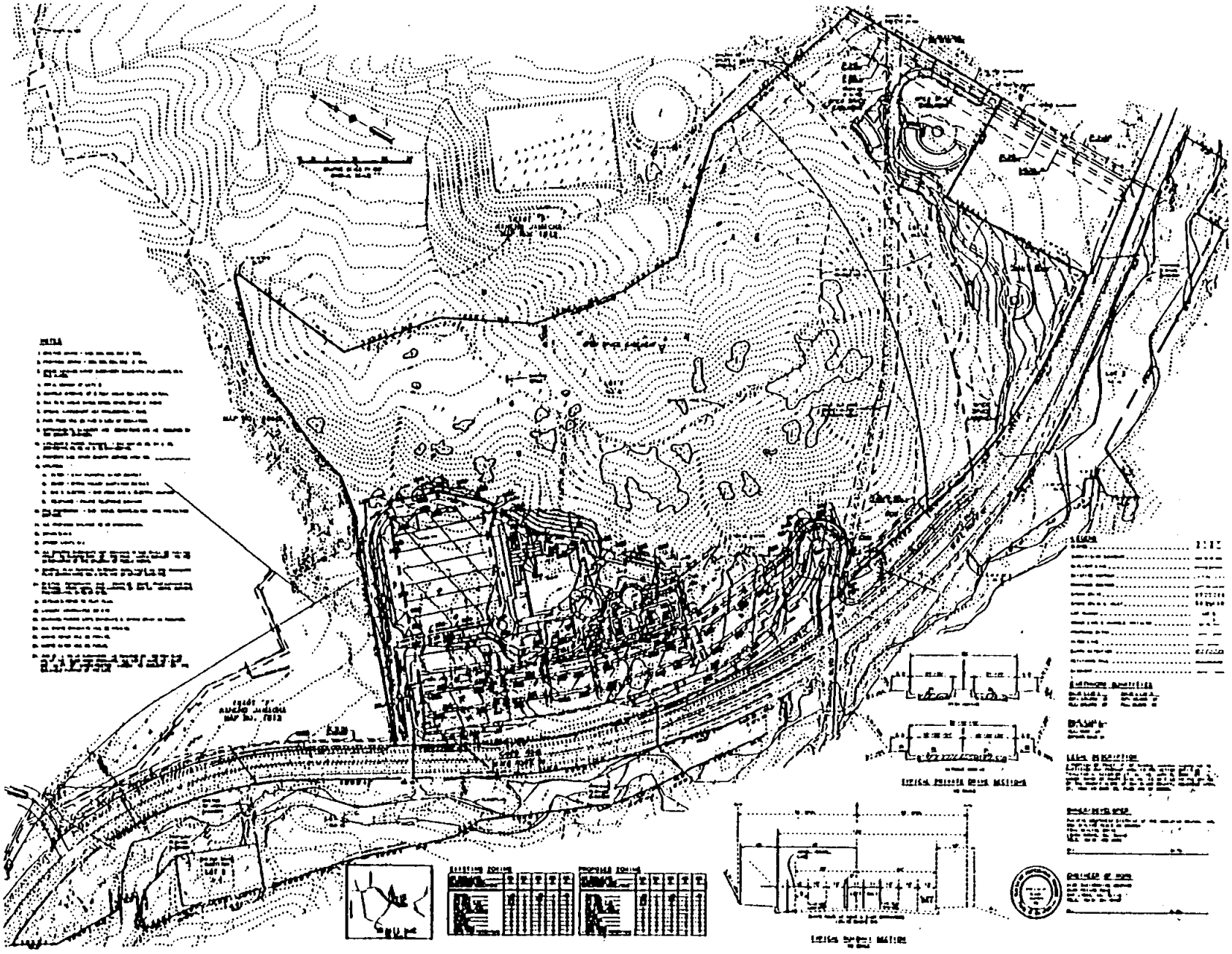
In response to comments received from Caltrans regarding the adequacy of the stacking area for vehicles turning right into the eastern church driveway, the project design has been modified to add a second right-turn/deceleration lane for westbound traffic on Campo Road turning right into the eastern church driveway. The additional right-turn lane would extend for approximately 450 feet along Campo Road with an approximately 120-foot long transition lane. The additional right-turn lane would increase the length of the cut slope along the north side of Campo Road but would maintain its maximum height of 20 feet, as analyzed in the DSEIR. This modification would result in two through lanes and dual right turn lanes for westbound traffic on Campo Road approaching the intersection of Campo Road and Jamacha Boulevard. Exhibit D illustrates the



Source: Rick Engineering

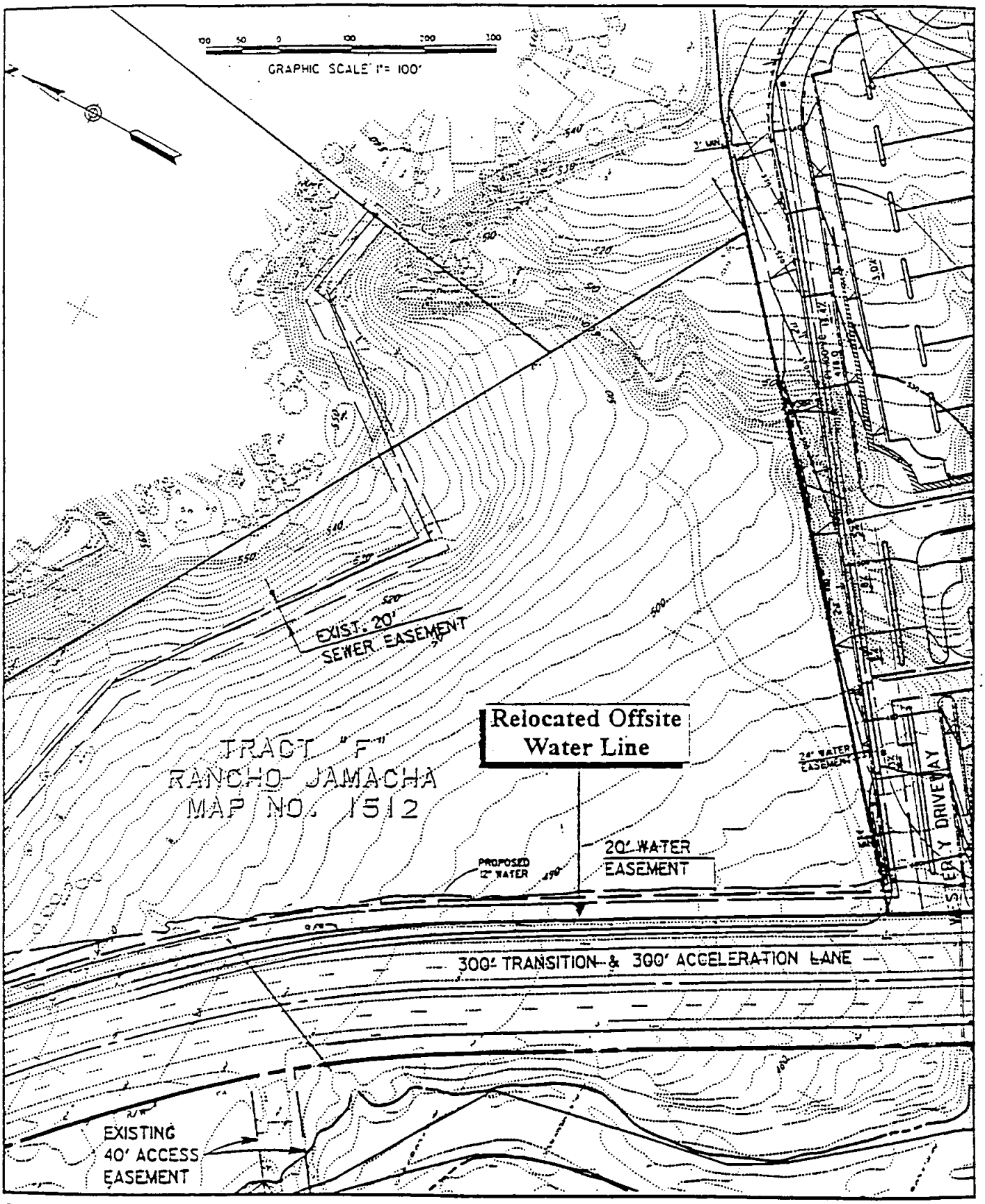
000068 AUG 21 96

Project Modifications Subsequent to Public Review Exhibit A



Source: Rick Engineering

Revised Tentative Map (TM 5059RPL[4]) Exhibit B



Source: Rick Engineering Company

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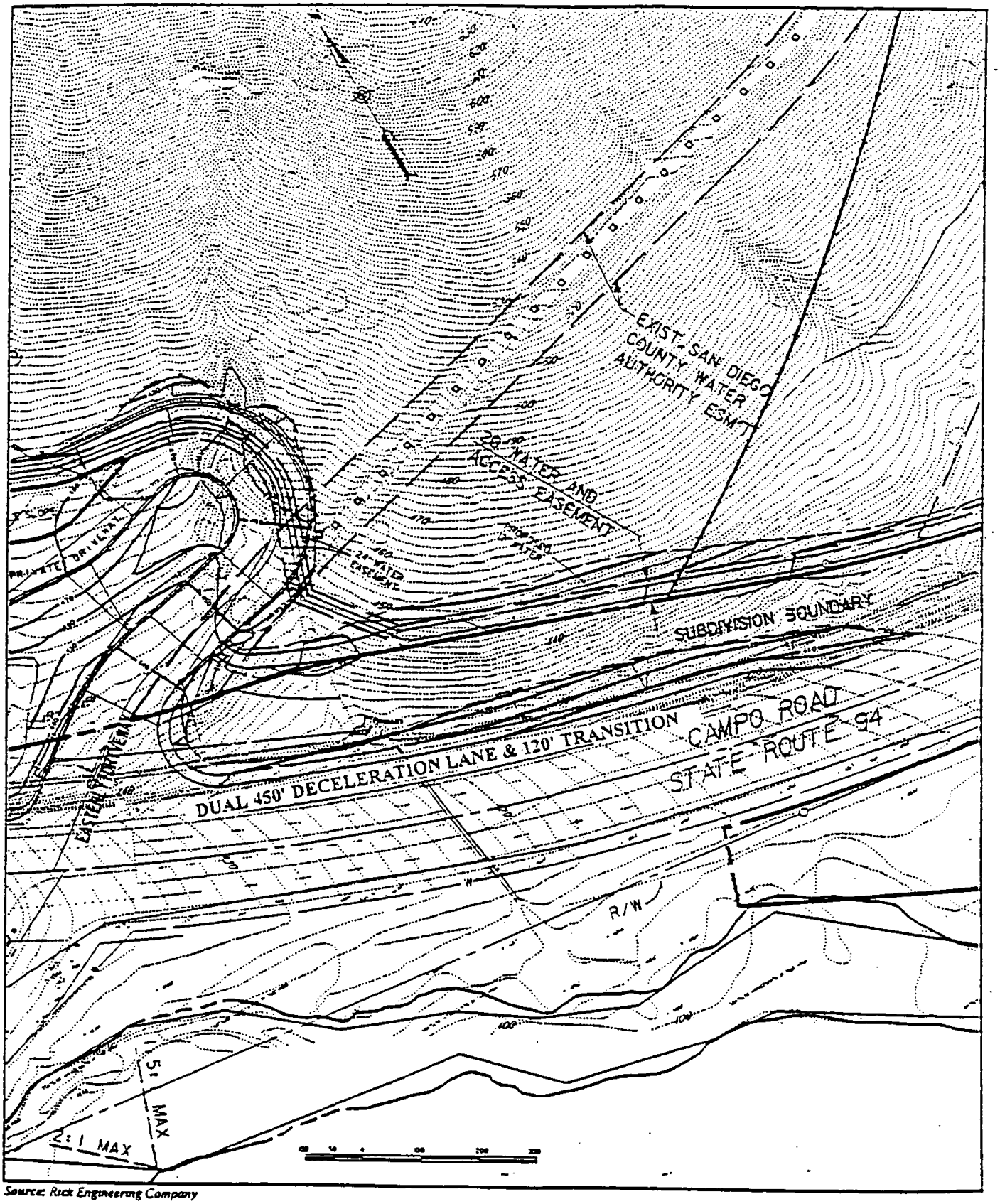
Relocated Offsite Water Line Exhibit C



Source: Rick Engineering Company

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Additional Right-Turn Lane Along Campo Road Exhibit D

location of the additional right-turn/deceleration lane east of the eastern project driveway and the associated additional area of disturbance.

Western Project Driveway/Park-and-Ride Lot

In response to comments received from Caltrans, the applicant has modified the project design to limit access at the western project driveway to right turns in and out only. The DSEIR (pages 4.4-15 through 4.4-22 and 4.4-28 and 4.4-29), analyzes traffic conditions with and without signalized access at the western project and identifies required mitigation measures for both scenarios.

As discussed in Mitigation Measure 4.4-2 on page 4.4-29 of the DSEIR, it is necessary to eliminate the proposed park-and-ride lot near the western driveway if the western project driveway is not signalized. Consequently, in conjunction with not signalizing the western project driveway, the applicant has revised the project to eliminate the proposed park-and-ride facility near the western project driveway. Comments received during the public review period from the Valle De Oro Community Plan and adjacent residences also raised traffic and safety concerns about the proposed park-and-ride lot which are resolved by its elimination.

In addition, Mitigation Measure 4.4-2 also requires that if the western driveway is not signalized that the westbound approach to the Campo Road/Jamacha Boulevard intersection shall be redesignated to allow the outside westbound through lane to become a shared through/right-turn lane. As discussed in the preceding section describing the additional right-turn lane, the project design has been modified to provide to provide two through travel lanes and dual right-turn lanes at the westbound approach to the Campo Road intersection rather than one through travel lane, a shared through/right-turn lane and a right-turn/deceleration lane as required in Mitigation Measure 4.4-2.

Lighting in the Northern Parking Lot

In response to comments received from adjacent neighbors and the Valle De Oro Community Planning Group, the height of the light standards in the northern parking lot has been reduced from 14 feet to 12 feet. This design change is proposed to respond to concerns of adjacent neighbors about lighting from the proposed project.

Phase II Interments within the Cemetery

The proposed cemetery includes two phases for the in-ground burials to accommodate the ultimate design for future SR-54. The Phase II interment area includes land within a supplemental SR-54 setback which could be needed as additional SR-54 right-of-way to accommodate the SR-94/SR-54 interchange. The applicant initially proposed that no Phase II interments would occur until 15 years from approval of the cemetery MUP or until the County determines that the area will not be required for additional SR-54 right-of-way, whichever comes first. The Valle De Oro Community Planning Group commented during public review that 15

years may not be sufficient time to resolve the SR-54 right-of-way issue. In response to this concern, the applicant has agreed to increase the Phase II interment restriction from 15 years to 25 years to provide additional time to resolve the SR-54 design and right-of-way.

Increase in the Size of the Onsite Water Line

During public review, the Otay Water District directed that the size of the onsite water line be increased from 12-inches to 16-inches for the portion of the water line extending from the northeastern corner of the site down to Campo Road. The increase in the size of the onsite water line is not required to serve the proposed project, but rather is desired by the Otay Water District to facilitate increased demand in the area. The applicant has agreed to install the larger water line, as requested by the Otay Water District, subject to reimbursement for the additional construction costs by the Otay Water District.

Acquisition of the Eight-Acre Via Mercado Parcel

The project applicant has entered into escrow to acquire from the Federal Deposit Insurance Corporation (FDIC) the roughly triangular-shaped Via Mercado parcel located immediately west of the project site and adjacent to the north side of Campo Road. The applicant has agreed to acquire the eight-acre parcel, subject to approval of the proposed project, to have control over this parcel which serves as the "front door" to the church campus and to address concerns expressed by the Valle De Oro Community Planning Group to improve biological connectivity between areas of high habitat value. The project applicant has prepared a Statement of Intentions outlining the Skyline Wesleyan Church's intentions to: 1) acquire the Via Mercado parcel from the FDIC, 2) preserve the parcel in open space, retaining the option to use the property as mitigation land or sell mitigation credits to others, and 3) facilitate restoration where appropriate, with limited seeding and/or planting of coastal sage scrub container stock.

It is important to note, however, that the acquisition of the Via Mercado parcel is *not* required to mitigate significant impacts to biological resources nor is it included as part of the proposed project. Rather, the acquisition of the adjacent offsite parcel is being proposed to ensure the preservation of the parcel for open space to protect the "front door" to the church campus and to respond to concerns of the Valle De Oro Community Planning Group.

Elimination of Lot 5 of TM 5059RPL[4]

The project applicant has eliminated Lot 5 of TM 5059RPL[4] which was a separate 1.1 acre lot for the existing SDG&E substation located south of Campo Road and west of Jamacha Boulevard. As a result of eliminating this separate lot for the existing SDG&E substation, Lot 4 of TM 5059RPL[4] would increase in size by 1.1 acres from 12.8 acres to 13.9 acres. The elimination of Lot 5 would not result in any physical impacts since the proposed church project does not result in any changes to existing SDG&E substation originally included in Lot 5 and it would not result any changes to Lot 4 which is proposed for open space uses except to increase the open space lot size by 1.1 acres.

3.0 Environmental Effects of Project Modifications

A comparison of the potential environmental effects of the revised tentative map with the conclusions drawn in the DSEIR follows.

3.1 Land Use/Community Character

The land use compatibility issues outlined in the DSEIR include lighting, privacy, parking and noise. As the subject site is relatively isolated from existing uses except for the residential development to the west, as identified, church activities could impact these homes. Such nuisance effects as night-lighting for the parking lot adjacent to the residences west of the site would be further reduced via the reduction in light standard heights from 14 to 12 feet high in the northern parking lot proposed with the revised project.

Relocation of the offsite water line away from the adjacent offsite residences to along Campo Road would eliminate construction noise and visual impacts to residences along Via Palma. Elimination of the park-and-ride lot originally proposed near the western project driveway would reduce traffic congestion at the western driveway, nearest to residences and eliminate community concerns about the potential for increased crime associated with a park-and-ride facility.

In addition, the acquisition of the eight-acre Via Mercado parcel would provide additional open space along Campo Road in the project vicinity, thereby enhancing the community character. Since the project modifications would further reduce land use compatibility and community character issues below a level of significance, additional analysis is not required.

3.2 Landform Alteration/Visual Quality

The two physical modifications to the project (i.e. the additional right-turn lane and the relocated offsite water line) would require additional grading. The relocation of the offsite water line requires additional disturbance approximately 20 feet wide along the north side of Campo Road extending for approximately 1,200 feet westerly from the western project driveway to Via Mercado. The second right-turn lane would extend for approximately 450 feet along Campo Road with a 120-foot long transition lane. The additional right-turn lane would increase the length of the cut slope along the north side of Campo Road but would maintain its maximum height of 20 feet, as analyzed in the DSEIR. Consequently, the additional grading and visual impacts associated with these modifications would be minimal and is not considered significant. The acquisition of the eight-acre Via Mercado parcel would improve the long-term visual character of the area by ensuring that it remains as undeveloped open space.

3.3 Biology

The proposed relocated water line along Campo Road, from Via Mercado to the western boundary of the Church property, would impact approximately 0.4 acre of disturbed Diegan coastal sage scrub; 0.5 acre of Diegan coastal sage scrub/non-native grassland habitat; and 0.05

acre of ruderal habitat. Table A summarizes the changes in the impacts to biological resources from the relocated water line and the additional right-turn/deceleration lane along Campo Road. Although the water line would be relocated, some onsite areas along the western project boundary which were previously assessed as impacted by this water line would still be impacted as the result of brush management requirements (i.e. onsite impacts of 0.5 acre of Diegan coastal sage scrub). As indicated in Table A, the impacts along the western project boundary would result in a net increase for onsite impacts by 0.2 acres to a total of 0.7 acre since the DSEIR assumed a 20-foot-wide swath of impact for the water line and the brush management zone would require a 30-foot-wide swath. Offsite impacts from the original Via Escuda water line of 0.1 acre of Diegan coastal sage scrub; 0.5 acre of ruderal; 0.1 acre of disturbed/developed would no longer occur. The relocation of the offsite water line would result in a net increase and total of 0.8 acre of impact to sage scrub communities.

The proposed additional right-turn lane along Campo Road east of the eastern project driveway would impact an additional 0.3 acre of disturbed Diegan coastal sage scrub and 0.1 acre of disturbed habitat, resulting in a total of 1.3 acres of impact to coastal sage communities for offsite road improvements. Table B identifies the biological resources and impact acreages for the proposed project, including the changes in the biological impacts summarized in Table A.

The revised offsite water line and the additional right-turn/deceleration lane along Campo Road would result in additional impacts to the various sage scrub communities totalling 1.2 acres. The additional impacts to the Diegan coastal sage scrub, disturbed Diegan coastal sage scrub and Diegan coastal sage scrub/non-native grassland habitat resulting from the project modifications would be significant. Consistent with the DSEIR, this analysis treats all sage scrub communities (i.e. disturbed, ecotones, etc.) with equal weight (i.e. all sage scrub communities were mitigated at a 1:1 replacement ratio for offsite habitat acquisition and preservation). This would require increasing the offsite mitigation requirement to acquire an additional 1.3 acres of Diegan coastal sage scrub for preservation. Mitigation Measure 4.3-3 of the DSEIR requires the applicant to purchase 23.03 acres of Diegan coastal sage scrub in the McGinty Mountain land bank owned and maintained by The Environmental Trust, or a conservation easement over an equivalent parcel. This mitigation measure will be modified, as follows, to increase the mitigation requirement to 24.33 acres to mitigate the additional 1.3 acres of impacts to various sage scrub communities resulting from the relocated offsite water line and additional right-turn/deceleration lane. The additional impacts to the various sage scrub communities would be mitigated to below the level of significance with this additional offsite acquisition of Diegan coastal sage scrub.

> ***Mitigation Measure 4.3-3:*** The applicant shall purchase mitigation credits over ~~23.03~~24.33 acres of Diegan coastal sage scrub in the McGinty Mountain land bank owned and maintained by The Environmental Trust, or a conservation easement over an equivalent parcel. The Environmental Trust shall provide documentation to the Director of the Department of Planning and Land Use that these mitigation credits have been allocated, or the applicant shall provide evidence satisfactory to said

TABLE A
SUMMARY OF CHANGES IN IMPACTS TO BIOLOGICAL RESOURCES FROM OFFSITE PROJECT MODIFICATIONS

Vegetation Community	Impacts from the Proposed Offsite Water Line Relocation					Impacts from Proposed Additional Right-Turn Lane	Total Changes (Waterline and Right-Turn Lane)
	Onsite		Offsite		Net Change		
	Original	Revised	Original	Revised			
Diegan coastal sage scrub	0.5[1]	0.7[2]	0.1	---	+ 0.1	---	+ 0.1
Diegan coastal sage scrub-disturbed	---	---	---	0.4	+ 0.4	0.3	+ 0.7
Diegan coastal sage scrub/non-native grassland	---	---	---	0.5	+ 0.5	---	+ 0.5
Ruderal	---	---	0.5	0.05	- 0.45	---	- 0.45
Disturbed/Developed	---	---	0.1	---	- 0.1	0.1	0
TOTALS	0.5	0.7	0.7	0.95	+ 0.45	0.4	+ 0.85

1 Assumed 20' of disturbance for waterline.
2 Assumes 30' of disturbance for brush management.

TABLE B
VEGETATION TYPES AND IMPACTS (ACRES) FOR THE PROPOSED PROJECT
(Incorporating the Revised Offsite Waterline and Additional Right-Turn Lane)

Vegetation Types	Onsite Totals	Vegetation Impacts				Total [2] Project Impacts (Onsite and Offsite)	Preserved [2] (Onsite)
		Onsite Impacts		Offsite Improvements [1]			
		Church	Cemetery	Road[3]	Waterline		
Diegan Coastal Sage Scrub	60.2	19.6	---	---	---	19.6 (33%)	40.6 (67%)
Diegan Coastal Sage Scrub-Disturbed	4.5	2.3	0.1	1.3	0.4	4.1 (53%)	2.1 (47%)
Diegan Coastal Sage Scrub/Non-Native Grassland	—	---	---	0.03	0.5	0.53	—
Diegan Coastal Sage Scrub/Ruderal	1.1	---	0.1	---	---	0.1 (9%)	1.0 (91%)
Broom Baccharis	6.4	---	0.2	0.03	---	0.23 (3%)	6.2 (97%)
Mulefat Scrub	0.4	---	---	---	---	0 (0%)	0.4 (100%)
Southern Cottonwood-Willow Riparian Forest	2.4	---	---	---	---	0 (0%)	2.4 (100%)
Southern Willow Scrub	2.6	---	---	---	---	0 (0%)	2.6 (100%)
Ruderal	21.9	1.7	7.6	---	0.05	9.35 (42%)	12.6 (58%)
Disturbed/Developed	11.8	1.4	0.4	0.7	---	2.5 (15%)	10.0 (85%)
Eucalyptus	2.9	---	---	---	---	---	2.9 (100%)
TOTALS	114.2	25.0	8.4	2.06	0.95	36.41 (29%)	80.8 (71%)

1 Offsite impacts not included in existing totals nor percentages of total project impacts and preserved.
2 Percentages reflect onsite areas only.
3 Includes rip rap for culverts under Campo Road.

Director that an equivalent conservation easement has been purchased. This ~~23.03~~24.33 acres would mitigate for the ~~21.92~~2.1 acres of impacts to sage scrub from the proposed project, the ~~1.03~~1.33 acres impacted by Campo Road/SR 94 improvements and the ~~0.10~~.9 acres impacted by the offsite water line.

3.4 Traffic and Circulation

The DSEIR analyzed traffic conditions with and without signalized access at the western project driveway. Consequently, impacts associated with limiting access at the western driveway and deleting the park-and-ride lot have already been analyzed in the DSEIR. Mitigation Measure 4.4-2 of the DSEIR requires the following project change if the western project driveway was not signalized: "The westbound approach to the Campo Road/Jamacha Boulevard intersection shall be redesignated to allow the outside westbound through lane to become a share through/right-turn land". As part of the project modifications, the project has been revised to add an additional right-turn/deceleration lane for the westbound approach on Campo Road to the Campo Road/Jamacha Boulevard intersection instead of providing a shared through/right-turn lane. This modification would provide additional storage capacity for vehicles turning right into the church and would also improve traffic flow by eliminating a shared through/right-turn lane and providing separate lanes for through traffic and vehicles turning right into the church. Consequently, Mitigation Measure 4.4-2 has been modified, as follows, to reflect the addition of second right-turn lane on westbound Campo Road for vehicles turning right into the eastern project driveway.

Mitigation Measure 4.4-2: If the applicant is not successful in obtaining Caltrans' approval of a traffic signal at the western project driveway, the following project changes and additional project features shall be implemented to mitigate impacts caused by having only one signalized entrance to the project:

- The Park-and-ride lot shall not be provided.
- The westbound approach to the Campo Road/Jamacha Boulevard intersection shall be redesignated to ~~allow the outside westbound through lane to become a shared through/right-turn lane.~~provide an additional right-turn only lane, resulting in a total of two through travel lanes and dual right-turn only lanes.
- After church activities shall be implemented to spread out peak departures from the site after the second church service. Such activities could include a social hour with refreshments, prayer groups, educational classes or other activities that would retain church members onsite after the second worship service.

Since the impacts of not signalizing the western driveway and eliminating the park-and-ride lot were previously analyzed in the DSEIR and the addition of a second deceleration would improve traffic flow for westbound traffic on Campo Road at the intersection of Jamacha Boulevard, no additional analysis is required.

3.5 Noise

The revised tentative map would not result in changes in the number or elevations of proposed lots as compared to the previous project. The modifications do not require a re-analysis of noise impacts. In fact, the revised tentative map including the additional right-turn lane along Campo Road, the limited right-turn only access at the western driveway and the elimination of the park-and-ride lot would further reduce traffic-related noise impacts on adjacent residences and onsite church uses. Since the revised tentative map would not result in significant traffic noise impacts, the impact analysis and mitigation measures presented in Section 4.5 of the DSEIR would not change.

3.6 Cultural Resources

The additional areas of disturbance associated with the relocation of the offsite water line and the addition of a second right-turn lane for westbound traffic on Campo Road turning right into the eastern project driveway were surveyed by Gallegos & Associates as part of the Eight-Lane Campo Road Transportation Scenario included as Appendix B of the DSEIR. Based on the survey of these offsite areas completed by Gallegos & Associates in August, 1995, the two revised offsite improvements could impact portions of two sites which were previously tested and determined not to be significant. These sites include the edge of SDI-5066 and the secondary portion of SDI-4763 (Locus 2). Since both of these sites have been tested and determined not to be significant, the project revisions would not result in any new significant impacts to cultural resources and no additional mitigation measures would be required.

3.7 Hydrology/Water Quality

The modified project would not increase the total amount of paved or impervious surface area, nor would it change the number and locations of proposed drainage facilities, as compared to the previous tentative map. Therefore, the conclusions reached in Section 4.7 of the DSEIR regarding impacts and mitigation measures would remain the same.

3.8 Public Facilities and Services

The project modifications include two changes to water lines which were made in response to comments from the Otay Water District Water during the public review period. These include the relocation of the offsite water along the north side of Campo Road extending westerly to Via Mercado and increasing the size of the onsite water through the cemetery from 12-inches to 16-inches. The project modifications would not result in increases on public facilities and services.

Therefore, the conclusions reached in the DSEIR remain consistent with the modified tentative map and additional analysis is not required.

3.9 Geology Soils

The project modifications involving grading for the relocated offsite water line and the second right-turn lane would not represent a significant increase in geological impacts. The same potential geologic constraints identified with the proposed project would apply to the additional right-turn lane and would be mitigated via implementation of the remedial measures identified in Section 4.9 of the DSEIR to ensure stability of the additional cut slopes.

3.10 Dark Sky

The modified project would not result in additional dark sky impacts. Therefore, additional analysis is not required.

4.0 Effects Found Not to be Significant

The minor modifications in project design as described in Section 2.0 above, when compared to the previous tentative map, would not change any of the conclusions in Section 5.0 of the DSEIR. Specifically, the modified project would not result in significant environmental impacts with respect to air quality, natural resources, rick of upset, energy, human health and recreational resources. As such, additional analysis is not required.

DRAFT SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

for the proposed

Skyline Wesleyan Church at Rancho San Diego

SPA 94-001
MUP Mod P88-039-W
MUP 95-001
R 94-005
TM 5059
Log No. 94-19-10

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February 14, 1996

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SUMMARY

1.0 Introduction

This summary provides a brief synopsis of the project description, project alternatives considered and the results of the environmental analysis contained within this Environmental Impact Report (EIR). While it provides a general overview, by necessity, this summary does not contain the extensive background and analysis found in the document. Therefore, the reader should review the entire document to fully understand the project and its environmental consequences.

2.0 Project Description

The proposed project primarily consists of a proposal to modify the design and location of a church which has been previously approved for the subject property. In addition, the proposed project includes a cemetery to be located within property owned by the church. Skyline Wesleyan Church received approval to construct a new church on the property in 1991 to replace their current facilities which no longer meet their needs. Changed conditions since the original approval have prompted the church to modify the design of the church and select a new location within their property. The cemetery is proposed to meet a need for cemetery space in the area.

The property owned by the church consists of 114.2 acres located in the community of Rancho San Diego. More specifically, the property lies along Campo Road in an area between Via Mercado and the Jamacha Junction. The majority of the property, including the proposed church and cemetery sites, lies on the north side of Campo Road. The church would be located near the project's western boundary near the intersection of Jamacha Boulevard while the cemetery site would be located at the east end of the site near the Jamacha Junction.

Church

The church facility would include a total of 172,250 square feet over an area of approximately 23.8 acres. Access to the church would be provided by two driveway connections to Campo Road. The eastern driveway would form a "fourth leg" of the Campo Road/Jamacha Boulevard intersection. The western driveway would create a new connection to Campo Road.

Phase I of the church would include a total of 117,150 square feet including a 2,600-seat worship center, children's learning center, fellowship center, administration building and information kiosk. In addition, modular buildings totalling 14,400 square feet would be included in Phase I. Surface parking lots would be provided.

Phase II facilities would be comprised of 64,600 square feet including a chapel, an adult education and leadership training center, as well as the expansion of the worship center (total of 3,500 seats) and children's learning center. The additional parking needs created by an expanded

worship center would be met by constructing a parking deck over a portion of the parking lot near the worship center.

The proposed church would be developed in a traditional mission style with mediterranean accents in a campus-style environment. Six separate buildings would be developed on a three-level, terraced campus with landscaped pedestrian plazas at each level of the campus. The maximum building height would be 60 feet for the worship center. Three crosses would be located in the plaza adjacent to the worship center with maximum heights of 38 feet and the existing cross on the ridgeline would also remain..

Cemetery

The cemetery would occupy approximately eight acres. The cemetery would include a memorial center and above- and in-ground interment areas. Above-ground interment areas include mausoleums and columbariums. Access to the proposed cemetery would be provided from Campo Road via the OWD access road along the eastern edge of the project site. In addition, direct access to the cemetery from the proposed church would be provided from the church's east entrance via an on-site roadway north of Campo Road.

The administration/memorial center would consist of 21,255 square feet including administration offices and two mausoleums located in the northern portion of the cemetery.

The in-ground burial area would occupy approximately five acres near Campo Road. This area will also include garden cenotaph structures and columbarium walls as well as in-ground burials. The garden cenotaph structures would not exceed 400 square feet and have a maximum height of eight feet. Retaining walls, faced with columbarium and mausoleum walls, would be located in the cemetery with a total combined length of 1,080 feet and ranging in height from three to 21 feet.

Discretionary Actions

Implementation of the proposed church and cemetery requires a number of discretionary actions including:

- Major Use Permit (MUP) modification for P88-039 to relocate the proposed church;
- Major Use Permit (P95-001) for the proposed cemetery;
- Grading Permits for the church and cemetery;
- Amendment of the Rancho San Diego Specific Plan (SPA 94-001) and Zone Reclassifications (R94-005) to accommodate the proposed cemetery and new church site; and

- Tentative Subdivision Map (TM 5059) to create lots.

The following approvals from State and Federal agencies would be required including:

- Encroachment Permit from Caltrans for improvements to Campo Road/SR-94;
- National Pollutant Discharge Elimination System (NPDES) Permit is required from the California Regional Water Quality Control Board;
- Habitat Loss Permit or comparable approval from U.S. Fish and Wildlife Service for impact to the coastal California gnatcatcher; and
- 404 Clean Water Act permit and 1603 Streambed Alteration Agreement from U.S. Army Corps of Engineers and California Department of Fish and Game, respectively, may be required to undertake native restoration of drainage area and/or install rip rap at culverts under Campo Road.

3.0 Environmental Analysis

This EIR consists of an analysis of the potential environmental impacts associated with implementing the proposed church and cemetery. Table S-1 summarizes the potentially significant environmental impacts and, where applicable, proposed mitigation measures contained in Sections 4.0 and 5.1 of this EIR by major issue. Please refer to these sections for the specific mitigation language. The last column of this table indicates whether the impact would be reduced to below a level of significance with implementation of proposed mitigation. The word "significant" in this column indicates that the impact either remains unmitigated due to the reasons given, or that the impact may be substantially reduced but not fully mitigated. Table S-2 summarizes the potential environmental impacts that are not considered significant as analyzed in Sections 4.0 and 5.4 of this EIR.

Pursuant to Section 15123(b)(2) of the CEQA Guidelines, this summary identifies areas of controversy known to the Lead Agency, including issues raised by agencies and the public. The following issues have been identified by staff as controversial issues associated with the Skyline Wesleyan Church project: preserving open space in the eastern portion of the site instead of implementing the proposed off-site mitigation on McGinty Mountain; developing the proposed cemetery adjacent to Campo Road; the proposed installation of a traffic signal at the western entrance to the project site; and the proposed deletion of the S94 zone in the western portion of the project site. Although these issues have been identified as controversial, this does not infer that significant impacts are associated with the identified controversial issues. The reader is referred to Section 4.0 for conclusions regarding the significance of these issues.

4.0 Project Alternatives

Potential alternatives to the proposed project are evaluated in Section 6.0 of this EIR in terms of their ability to meet most of the primary project objectives and to eliminate or further reduce the significant environmental effects of the proposed project. Based on the above parameters, three types of alternatives to the proposed Skyline Wesleyan Church project are addressed in this section: No Development, No Project Alternative (Development Under the Approved MUP 88-039), and a Modified "Church at the Bottom of the Hill" alternative. Table S-3 summarizes the direct environmental effects of the proposed project as compared with these three alternatives.

Alternative types of land uses for the property were not considered because they would not meet the primary objective of the proposed project which is to relocate the approved church campus to a different location on the church property.

Three potential offsite alternative locations were identified which could meet the basic objective of the project of developing a larger church campus in the Rancho San Diego area to meet the needs of the growing Skyline Wesleyan Church congregation. These offsite alternative locations for the proposed project were rejected from further consideration and analysis since: 1) the project site is the only property owned or controlled by the Skyline Wesleyan Church for relocation of its existing church in Lemon Grove, 2) discretionary permits were approved in 1991 remain valid to allow development of the Skyline Wesleyan Church within the project area and 3) the Skyline Wesleyan Church has already spent approximately $2,000,000 to obtain entitlements to develop a church campus on the property they currently own and 4) since the Skyline Wesleyan Church could not reasonably acquire other potential properties within the geographic area needed to serve the Skyline Wesleyan Church congregation.

The "No Development" alternative is considered the environmentally preferred alternative due to the absence of environmental impacts as compared to the proposed project. The "Modified Church at the Bottom of the Hill" alternative would cause the least environmental damage resulting from development of church facilities within the project area (CEQA Guidelines Section 15126(d)(4)). A brief description of these alternatives and the associated environmental effects follows.

No Development Alternative

The No Development alternative assumes that the subject property would remain in its present vacant condition and no further development would take place. This alternative is considered the environmentally preferred alternative due to the absence of environmental impacts.

The No Development alternative would essentially eliminate all of the environmental impacts associated with the proposed project. No change in the community character or visual quality of the site would occur. Potential land use compatibility conflicts with nearby residences would be eliminated. No loss of Diegan coastal sage scrub would occur. The project's contribution to

TABLE S-1
Significant Impacts and Proposed Mitigations

Impact	Mitigation Measures	Analysis of Significance After Mitigation
Land Use Policy (Direct)	**Land Use Policy (Direct)**	**Land Use Policy (Direct)**
The proposed church and cemetery project would require amendments to the existing land use designations and zoning regulations which apply to the property to accommodate the proposed use. With the proposed architecture and design features incorporated into the project, the project is considered compatible with the design guidelines of the Rancho San Diego Specific Plan. Open space designations adjustments would retain the same amount of open space overall as required in the Valle de Oro Community Plan. The elimination of the S94 zone for future highway right of way would not interfere with future transportation needs of the area as demonstrated by analysis of an 8-lane Campo Road prepared by the applicant. The proposed grading would impact sensitive biological resources and steep slopes protected under RPO; however, the steep slope encroachment is within the allowance and the biological impacts have been adequately minimized and mitigated (refer to biology impacts). The cultural resources impacted by the project have been determined not to be unique as defined by RPO.	• Dedication of approximately 60% of the property (68.4) acres into permanent open space. • Development setbacks to retain sufficient land to widen Campo Road to eight lanes and construct future SR-54. • Incorporation of landscape screening and architectural design to reduce the bulk and scale of the project. • Onsite and offsite preservation and enhancement measures for Diegan coastal sage scrub.	Not Significant

TABLE S-1
Significant Impacts and Proposed Mitigations

Impact	Mitigation Measures	Analysis of Significance After Mitigation
Community Character (Direct)	**Community Character (Direct)**	**Community Character (Direct)**
Implementation of the proposed church and cemetery would not have a significant impact provided the design elements included in the project (e.g. architecture and landscaping) are carried out. The proposed relocation of the approved church site from the top of the ridgeline and the reduction in the overall size of the facilities would have positive effect on the overall community character of the area. The project would, however, develop land which is currently vacant which would impact the character of the immediate project area.	• Dedication of approximately 60% of the property (68.4) acres into permanent open space. • Incorporation of landscape screening and architectural design to reduce the bulk and scale of the project.	Not Significant
Land Use Compatibility (Direct)	**Land Use Compatibility (Direct)**	**Land Use Compatibility (Direct)**
Noise and lighting associated with the proposed church parking area and driveway could adversely affect homes which are in close proximity to these facilities. The church plans include an eight-foot high solid wall along the property line to preserve the privacy of the rear yards of adjacent residences and block headlights of cars travelling within the parking area and on the driveway. Low lighted bollard-type fixtures and/or directional shielding would be used to minimize dispersal of light into adjacent residential areas. The first phase parking area would be partially below grade to minimize the elevation of the second phase parking deck with respect to adjacent homes to reduce light and noise emanating from the parking deck. Blasting required for site development could create land use conflicts with adjacent land uses.	• Landscape screening on the perimeter of the project. • Construction of an 8-foot block wall between the westerly church driveway and the adjacent residences. • Limiting offsite dispersal of outdoor lighting through shielding, low pressure sodium bulbs, and 10 p.m. parking lot lighting shut-off. • Obtaining a blasting permit pursuant to County Ordinance No. 7821.	Not Significant

TABLE S-1
Significant Impacts and Proposed Mitigations

Impact	Mitigation Measures	Analysis of Significance After Mitigation
Biological Resources (Direct and Cumulative)	**Biological Resources (Direct and Cumulative)**	**Biological Resources (Direct and Cumulative)**
The proposed church and cemetery would impact sensitive biological resources. The project (including offsite improvements) would impact a total of 23.03 acres of Diegan coastal sage scrub. Loss of this vegetation would impact territories of two of the four pairs of federally-threatened coastal California gnatcatchers observed on the site. Loss of the sage scrub would also impact other sensitive species including the orange throat whiptail lizard, San Diego horned lizard and the San Diego sunflower. The project would impact 0.13 acre of broom baccharis scrub which is unlikely to be a wetland. The project is not located within any biological preserve alternatives or core areas of the proposed Multiple Species Conservation Plan (MSCP). Therefore, the project would not have an impact on regional biological resource planning.	• Protection of 68.4 acres of open space including 44 acres of Diegan coastal sage scrub, 5.4 acres of riparian habitats, and various sensitive plant and animal populations via open space easements. • Restrictions on clearing, thinning or other alteration of the Diegan coastal sage scrub during the breeding season of the coastal California gnatcatcher (February 15 and August 15). • Restoration of 10.6 acres of onsite disturbed area to Diegan coastal sage scrub offsite. • Purchase mitigation credits or a conservation easement over 23.03 acres of the Diegan coastal sage scrub habitat. • Acquisition of a Habitat Loss Permit or comparable approval for the impacts to the coastal California gnatcatcher. • Obtaining permits or evidence that permits are not required from the U.S. Army Corps of Engineers and the California Department of Fish and Game for impacts to broom baccharis scrub. • Implementing a landscape plan within Lot 2 (cemetery) to provide "landing areas" for birds.	Not Significant

TABLE S-1
Significant Impacts and Proposed Mitigations

Impact	Mitigation Measures	Analysis of Significance After Mitigation
Biological Resources (Indirect)	**Biological Resources (Indirect)**	**Biological Resources (Indirect)**
Indirect impacts to the coastal California gnatcatcher could occur during the construction as well as operational stages of the project. Grading noise during the breeding season could adversely impact bird utilizing areas adjacent open space areas. Intrusion of light from parking areas or security lighting after the church is built could also interfere with the bird's activities during the breeding season.	• Fencing around the pad area or lot lines adjacent to the proposed natural open space. • Shielding outdoor lighting to limit illumination of perimeter open space easement area. • Controlling construction noise between February 15 and August 15 adjacent to coastal California gnatcatcher habitat along the western project boundary to prevent significant impacts to the bird's breeding activities.	Not Significant
Landform Alteration (Direct)	**Landform Alteration (Direct)**	**Landform Alteration (Direct)**
Proposed grading for the church and cemetery would impact approximately 32 acres. Grading required to accommodate the church would create manufactured slopes which would vary in height but would reach a maximum height of 50 feet. The grading would substantially alter the terrain within the church area by creating three terraces for the church facilities. Grading for the cemetery would require less landform alteration because steep slopes within the proposed cemetery are very limited.	• Retaining walls to reduce height of manufactured slopes. • Use of buildings to block views of manufactured slopes from Campo Road. • Benching and contouring to break up the appearance of manufactured slopes. • 1½:1 slope gradients, where possible to reduce manufactured slope heights.	Not Significant

TABLE S-1
Significant Impacts and Proposed Mitigations

Impact	Mitigation Measures	Analysis of Significance After Mitigation
Visual Quality (Direct)	**Visual Quality (Direct)**	**Visual Quality (Direct)**
The proposed project would impact the visual quality of the immediate area by converting undeveloped land to the proposed church and cemetery. This conversion would impact the viewshed of Campo Road/SR-94 (a scenic highway), Jamacha Boulevard and several residential areas. Motorists approaching the church from the west on Campo Road/SR-94 and from the south on Jamacha Boulevard would have long-range views of the church facilities; however, vertical grade separation between the roadways immediately adjacent to the site would block motorists' views of the church. Homes located immediately adjacent to the northwest corner of the church would be the most affected. The ground level parking and phase two parking deck with the church facilities beyond would impact the views of an estimated four homes.	• Lowered Phase I parking area near existing residences to reduce visibility of the Phase II parking deck. • Eight-foot block wall with landscaping separating adjacent residences from westerly driveway and parking areas associated with the church. • Preservation of the higher elevations of the site in permanent open space. • Landscape screening around perimeter of the site, within parking areas and on the Phase II parking deck. • Using earthtone colors for building exteriors.	Not Significant
Traffic (Direct and Cumulative)	**Traffic (Direct and Cumulative)**	**Traffic (Direct and Cumulative)**
The church and cemetery would contribute traffic to Campo Road/SR-94 and other local roadways. The highest traffic contribution would occur on Sundays (5,930 average daily trips. Average daily trips on other days would vary but would not be expected to exceed 1,620 trips. Under project plus existing traffic conditions with the access improvements proposed as part of the project (e.g., turn lanes, traffic signals, and acceleration/	• Provision of necessary turning lanes at the proposed fourth leg of the Campo Road/Jamacha Boulevard intersection including acceleration/deceleration lanes on Campo Road. • Modification of the existing signal at the Campo Road/Jamacha Boulevard intersection to accommodate traffic entering and leaving the project.	Not Significant

TABLE S-1
Significant Impacts and Proposed Mitigations

Impact	Mitigation Measures	Analysis of Significance After Mitigation
deceleration lanes), the project traffic would decrease the operating Level of Service (LOS) on Campo Road/SR 94. The impacts would be greatest on Sundays due to the higher project but the LOS on Sunday as well as other days of the week would not drop below LOS D to satisfy the LOS standards established for off-site County Circulation Element Roads in the County's Public Facility element. Under the buildout condition, it is assumed that SR 94 would be moved to the right of way previously acquired by Caltrans for this road (south of Campo Creek) and Campo Road would become a frontage road. Under this scenario, the non-project traffic volumes would be reduced to a point where, with the project traffic, the LOS would be C or better. If Caltrans does not approve signalizing the western project driveway as part of the Encroachment Permit for improvements within the Campo Road right-of-way, then modifications to the project design would be required to improve the LOS at the eastern signalized driveway (Campo Road/Jamacha Boulevard intersection) to avoid unacceptable LOS.	• Provision of a traffic signal with appropriate turning and acceleration/deceleration lanes at the proposed western church entrance on Campo Road. • Installation of a traffic signal interconnect for the signals on Campo Road at Via Mercado, at the west project driveway and at the east project driveway/Jamacha Boulevard. • Fair-share cash contribution for improvements to Jamacha Boulevard (County of San Diego project number Curb Grade {CG} 3662). • Eliminating the Park-and-Ride lot, providing a shared through/right-turn lane for westbound traffic at the Campo Road/Jamacha Boulevard intersection, modifying the signal timing and providing after church activities would be required if Caltrans does not approve a traffic signal at the western project driveway.	

TABLE S-1
Significant Impacts and Proposed Mitigations

Impact	Mitigation Measures	Analysis of Significance After Mitigation
Noise (Direct)	**Noise (Direct)**	**Noise (Direct)**
The proposed church is a sensitive receptor with respect to noise. Portions of all of the church buildings could experience interior noise levels in excess of the 50 dB L_{EQ} standard.	• Completion of a noise analysis prior to occupying the church buildings which demonstrates that the interior noise standard of 50 dB L_{eq} would be met.	Not Significant
Heating ventilation and air conditioning (HVAC) equipment on church buildings could create noise impacts on homes located in the northwest corner of the church site. Noise from activity within the parking area would be minimized by the eight-foot block wall to be constructed between the church and the adjacent residences.	• Completion of a noise analysis prior to occupying the church buildings which demonstrates that HVAC and other site mechanical equipment noise will not exceed 45 dB Leq at the property line.	
Construction activities, including blasting, would generate short-term noise impacts affecting adjacent residences. These noise levels would not violate the noise ordinance and therefore would not result in significant impacts.		
Cultural Resources (Direct)	**Cultural Resources (Direct)**	**Cultural Resources (Direct)**
Project development would impact four of the five cultural resource sites identified within the project boundaries. Three of the sites impacted by the project (loci 1 and 2 of SDi-4673 and SDi-4775) were determined through testing to be significant. Thus, the project would have significant cultural impacts.	• Data Recovery Program of Locus 1 of SDi-4763. • Preservation plans and open space easements for Locus 2 of SDi-4763 and SDi-4775.	Not Significant

TABLE S-1
Significant Impacts and Proposed Mitigations

Impact	Mitigation Measures	Analysis of Significance After Mitigation
Water Quality (Direct)	**Water Quality (Direct)**	**Water Quality (Direct)**
Site preparation and grading activities may expose onsite areas to potentially significant (short-term) erosion effects and offsite watersheds to potentially significant (short-term) sedimentation/siltation effects. Post-construction stormwater discharges associated with buildout of the project area would consist of typical urban runoff pollutants that would incrementally contribute to significant (long-term) water quality impacts in the downstream stormdrain system.	• Compliance with National Pollutant Discharge Elimination System (NPDES) requirements by filing a Notice of Intent with the State of California Water Resources Control Board (SWRCB). • Payment of fee to the Sweetwater Authority in compliance with its Resolution 84-8 • Dedication of a flowage easement along Campo Creek. • Construction of energy dissipators at the culvert outlets into Campo Creek, south of Campo Road	Not Significant
Public Facilities (Direct and Cumulative)	**Public Facilities (Direct and Cumulative)**	**Public Facilities (Direct and Cumulative)**
The native vegetation adjacent to the church and the cemetery represent a potentially significant fire hazard. Development of the east entrance to the proposed church would require relocating a portion of a County Water Authority line.	• Execution of a Fire Service Agreement with the San Miguel Consolidated Fire Protection District. • Maintenance of a fuel management zone around all structures and a fire break between the church complex and the adjacent residential area. • Obtaining approval from the County Water Authority to relocate a portion of their waterline.	Not Significant

TABLE S-1
Significant Impacts and Proposed Mitigations

Impact	Mitigation Measures	Analysis of Significance After Mitigation
Geology/Soils (Direct)	**Geology/Soils (Direct)**	**Geology/Soils (Direct)**
Areas within the project site and adjacent land uses may be subject to significant impacts from soil erosion as a result of onsite grading and construction activities. The potential compressibility of colluvial deposits onsite would represent a significant geologic constraint to buildings within the subject property. Boulder outcrops on the slopes above the proposed church and cemetery sites represent a public safety hazard.	• Detailed geotechnical investigation of the bedrock formations, residual and colluvial topsoils/deposits. • Detailed erosion control plan. • Installation of temporary erosion control facilities. • Permanent energy dissipators and detention basins.	Not Significant
Dark Sky (Direct and Cumulative)	**Dark Sky (Direct and Cumulative)**	**Dark Sky (Direct and Cumulative)**
Lighting of the proposed church campus, parking areas and cemetery would contribute incrementally to the significant impact on the "dark sky" to the south and west of the Mount Palomar and Laguna Observatories by incrementally contributing to the illumination received at the observatories.	• Shielding of outdoor lighting, use of low pressure sodium bulbs in parking areas, and 10 p.m. parking lot lighting shut-off.	Not Significant

TABLE S-2
Impacts Considered Not Significant

Air Quality

Air quality impacts of the project are not anticipated to be significant. Project trips would occur in the air basin whether or not the project is developed. As indicated in Section 5.1, the net change in total project vehicle miles travelled due to the relocation is not anticipated to be significant. Section 4.4 (Traffic and Circulation) indicates that the project would not result in significant impacts on intersections. As such, no significant direct air quality impacts would be attributed to substandard intersection operating conditions. Overall, substantial increases in vehicle emissions are not anticipated to result from project implementation.

Natural Resources

Project implementation would not substantially increase the rate of use of any natural resources. The project would not have a significant impact upon natural resources.

Risk of Upset

The project would not involve activities which would be considered hazardous to surrounding areas. Substantial quantities of hazardous materials would not be located or used on the property.

Energy

No excessive amounts of fuel or energy would be consumed by the project. The majority of the automobile trips associated with the project are related to the existing church facility. These trips would occur in the area whether or not this site is developed. In addition, the energy consumed by the operation of the proposed church facility would not be significant.

Human Health

The project is not anticipated to result in the creation of potentially significant health hazards nor the exposure of people to such elements. Project implementation would not result in significant health impacts.

Recreation

The project would accommodate the portion of the trail system identified on the property by the Valle de Oro Community Plan. Therefore, no recreation impacts would occur.

TABLE S-3
Comparison of Direct Environmental Effects of the Proposed Project with Project Alternatives

Environmental Issue	Proposed Project	No Development	Bottom of the Hill	Approved Project
Land Use/Community Character	SM	NS	SM	SM
Biology	SM	NS	SM	SM
Landform Alteration/Visual Quality	SM	NS	SM	SNM
Traffic/Circulation	SM	NS	SM	SM
Noise	SM	NS	SM	SM
Cultural Resources	SM	NS	SM	SM
Public Facilities/Services	SM	NS	SM	SM
Geology/Soils	SM	NS	SM	SM
Hydrology/Water Quality	SM	NS	SM	SM
Dark Sky	SM	NS	SM	SM

NS: Not significant
SM: Significant but mitigable
SNM: Significant and not mitigable

traffic volumes on local streets would be eliminated with this alternative as would the addition of a fourth leg of the Jamacha Boulevard/Campo Road intersection and the signalized intersection at the proposed west entrance to the church. Impacts to significant cultural resources would be avoided.

The "No Development" alternative is considered the environmentally preferred alternative due to the absence of environmental impacts as compared to the proposed project. While this alternative would eliminate the potentially significant impacts associated with buildout of the Skyline Wesleyan Church and cemetery, it would not fulfill the primary objective of Skyline Wesleyan Church which is to meet the needs of its growing congregation.

No Project Alternative (Development Under the Approved MUP 89-039)

This alternative involves development of the Skyline Wesleyan Church under the approved MUP 89-039 which would allow development of one church building totaling 345,000 square feet on top of a ridgeline and a total of 3,550 parking spaces. No cemetery would be developed. Approximately 27 acres of the project area could be developed with light industrial uses consistent with the Ranch San Diego Specific Plan and the M52 zone.

The approved project alternative would reduce or avoid several of the significant impacts associated with the proposed project. The alternative would avoid impacts to all significant cultural resources identified onsite. The church would be located outside the unacceptable noise contours projected for SR-94 and SR-54.

In general, the environmental impacts associated with the approved project alternative would be equal to, or greater than, those associated with the proposed project. Land use compatibility conflicts would occur between church operations and adjacent residences. Significant encroachment into steep slopes and biologically sensitive lands would occur. The ridgeline proposed to support the church would experience significant landform modification. This ridgeline is a major topographic feature in the area and placement of the church there would create significant visual impacts. This alternative would result in significant impacts to biological resources through the loss of Diegan coastal sage scrub including habitat for the coastal California gnatcatcher as well as a small stand of mule fat scrub.

Implementation of the approved project alternative would result in significant traffic and circulation impacts with the generation of approximately 10,134 ADT on Sundays and 4,118 ADT on weekdays. The law enforcement services would be adversely impacted.

Implementation of the approved project is not preferred by Skyline Wesleyan Church because of changes in circumstances since the project was approved in 1991. Under the approved plan, approximately 24 acres of the 33-acre church complex is owned by the Otay Water District and required land exchanges prior to development. Subsequent to approval of the church project, the District modified their future water storage plan for this portion of the project site. This new

plan has created unresolvable conflicts with a portion of the approved project which was on District property.

Furthermore, most of the environmental impacts of the approved project would be greater than the proposed project. The location of the church on the ridgetop creates significant and unmitigated landform and visual quality impacts due the prominence of this landform feature in the area and the amount of grading necessary to create a building pad. The approved church is closer to a larger number of homes than the proposed project which creates more land use compatibility issues. The larger footprint of the approved church results in greater loss of Diegan coastal sage scrub. Traffic volumes would be higher given the larger size of the approved church facility. Thus, this alternative is not an environmentally preferred alternative.

Modified "Church at the Bottom of the Hill" Alternative

The Modified Church at the Bottom of the Hill alternative is a modified version of the Church at the Bottom of the Hill included in the EIR prepared for the approved Skyline Wesleyan Church project. This Modified Bottom of the Hill Alternative retains the basic intent of the original Church at the Bottom of the Hill Alternative but revises the alternative project design to address specific constraints affecting this portion of the project site in order to develop a feasible alternative design. The "Modified Church at the Bottom of the Hill" alternative would cause the least environmental damage resulting from development of church facilities within the project area.

A total of approximately 9.6 acres within the area of the proposed cemetery would be used to develop a church; the cemetery would be eliminated from the project. The Modified Church at the Bottom of the Hill Alternative would consist of three separate church buildings comprised of 48,000 square feet including: an 840-seat worship center, education center and administrative offices. A total of 700 parking spaces would be provided. Primary access would be provided by adding a fourth leg to the Campo Road/Jamacha Boulevard intersection. Secondary access would be provided from the Otay Water District access road located adjacent to the eastern edge of property.

This alternative would reduce or eliminate impacts associated with the proposed project. The most significant reductions would be associated with: community character, land use compatibility, biology, and traffic. Relocation of the church to the eastern portion of the property would avoid conflicts with residential areas by placing it next to commercial development which already exists in the area of Jamacha Junction. Leaving the area of the proposed church undeveloped would retain the natural character which presently exists in the area and limit the loss of Diegan coastal sage scrub to less than one-half acre. Steep slope encroachment would also be substantially reduced. Landform Alteration/Visual Quality impacts for the proposed church would be reduced since the eastern portion of the property is located in an area which exhibits less topography and is already developed with commercial and institutional uses.

While project traffic would be reduced, the traffic impacts of this alternative would be similar to the proposed project in that both would convert the intersection of Campo Road/Jamacha Boulevard to a four-way intersection and use it as point of primary egress/ingress. This alternative would avoid noise impacts to the adjacent residential areas; however, future buildings would be impacted by traffic noise expected to be produced by future SR-54. The relocation of the church would avoid impacts to the one significant cultural resource site impacted by the project.

Although the Modified Bottom of the Hill Alternative would reduce all project-related impacts except for noise, this alternative has been rejected by the project applicant because it would not meet the fundamental objectives of the proposed project to develop a larger church facility to meet the needs of its growing congregation. The worship center would actually be smaller than its existing worship center.

1.0 INTRODUCTION

1.1 Purpose and Scope of the EIR

This Environmental Impact Report (EIR) has been prepared to provide a detailed review and analysis of the potential environmental impacts associated with the proposed Skyline Wesleyan Church (SWC) project. The County of San Diego as Lead Agency, having determined that an EIR is required for the proposed project, will review and consider this document in their decision to approve, revise or deny the project.

The project site is located in the Valle de Oro Community Planning area adjacent to Campo Road between Jamacha Road and Via Mercado. The proposed project involves concurrent processing of several discretionary actions to modify the location of the Skyline Wesleyan Church within the boundaries of approved MUP 88-039 and to develop a cemetery east of future SR-54. The proposed discretionary actions include:

- A modification to Major Use Permit (MUP) P88-039 for the modified Skyline Wesleyan Church campus to be located within Lot 1 of the proposed tentative map
- A separate Major Use Permit (P95-001) for the proposed cemetery in Lot 2 of the proposed tentative map
- An amendment to the Rancho San Diego Specific Plan (SPA 94-001) to make the land use designations consistent with the proposed project
- Zone Reclassifications (R94-005) to make the zoning consistent with the proposed project, and
- A Tentative Subdivision Map (TM 5059) to subdivide the project site into five lots.

The proposed project is a modification of the Skyline Wesleyan Church project that was approved in 1991. The approved project allows development of church facilities on 33 acres within a 207-acre project area, of which 9 acres are owned by the SWC and 24 acres are owned by the Otay Water District (OWD). The proposed MUP modification would shift the location of the proposed church complex from the ridgeline to lower elevations of the site north of Campo Road and west of Jamacha Boulevard, completely within the ownership of the SWC. In addition, the MUP modification would reduce the size of the church facilities from 345,000 square feet to 172,250 square feet, reduce the size of the project area from 207 to 114.2 acres, reduce the size of the MUP 88-039 area from 207 to the 72.2 acres included in Lot 1 of the proposed tentative map, eliminate approximately 16.6 acres with light industrial zoning, eliminate 18.2 acres of S94 zone and allow development of an approximately 8.1-acre cemetery north of Campo Road and east of future SR-54 with the approval of MUP 95-001. No development is proposed for the property

located south of Campo Road. The proposed amendment to the Rancho San Diego Specific Plan and rezonings would change the land uses and zoning to be consistent with the proposed MUP modification and MUP for the cemetery.

1.2 CEQA Requirements

Environmental Compliance

The California Environmental Quality Act (CEQA) of 1970 (California Public Resources Code Section 21000 et. seq.) requires the preparation of an EIR or other environmental analysis for any project that a Lead Agency determines may have a significant impact on the environment. According to Section 21002.1 of CEQA, "The purpose of an EIR is to identify the significant effects on the environment of a project, to identify alternatives to the project and to indicate the manner in which those significant effects can be mitigated or avoided". CEQA also establishes mechanisms whereby the public and decision-makers can be informed about the nature of the project being proposed, and the extent and types of impacts that the project and its alternatives would have on the environment if they were to be implemented.

This EIR complies with all criteria, standards and procedures of CEQA, the State CEQA Guidelines (California Administrative Code, Section 15000, et. seq.), and the County's *Guidelines for the Implementation of CEQA* (August, 1991). This document has been prepared as a Subsequent EIR to the Final EIR for the Skyline Wesleyan Church (GPA 91-02, SPA 88-004, P88-039, and R88-013) (hereafter referred to as the "previous EIR") in compliance with Section 15162 of the CEQA Guidelines. The previous EIR (EAD Log No. 88-19-23) and findings are hereby incorporated into this EIR by reference. The previous EIR is available at the County of San Diego Department of Planning and Land Use for review.

The draft EIR will be made available for review by the public and public agencies for a period of 45 days. Written responses to written comments received during the public review period will be included in the Final EIR. The County decision-making body will subsequently consider whether to certify the Final EIR as complete and in compliance with CEQA, and must consider it in approving or disapproving the proposed discretionary actions. Public input is encouraged at any scheduled hearings for the EIR. In the final review of proposed and future developments within the Skyline Wesleyan Church project area, environmental considerations as well as economic and social factors will be weighed to determine the most appropriate course of action.

Scope of the EIR

The scope of analysis for this EIR was determined by the County of San Diego during the Pre-Intake Assistance (PIA) process, and by responses to a Notice of Preparation (NOP) which was distributed by the County on September 2, 1994 and a revised NOP which was distributed on April 4, 1995 addressing changes in the proposed project. The NOP and associated responses are attached as Appendix A of this document. The following environmental issues were

identified in the NOP as being potentially impacted due to project implementation, and are addressed in this EIR: land use/community character, visual quality/landform alteration, biological resources, traffic/circulation, noise, cultural resources, hydrology/water quality, groundwater, public services, geology/soils, dark sky and cumulative impacts.

Other mandatory sections are provided, as required by CEQA, including Cumulative Impacts, Growth Inducement, and Alternatives to the Proposed Action.

1.3 EIR Format

EIRs must be organized and written in such a manner that they will be meaningful and useful to both decision-makers and the public. When an EIR is required for a proposed project, it must be considered by various public agencies prior to approval or disapproval of the project. As such, EIRs must contain discussions of specific environmental issues as defined by the Lead Agency as well as the specific topics outlined in the CEQA Guidelines. These guidelines are periodically updated to comply with changes in CEQA and court interpretations. This EIR is formatted according to the most recent guidelines and amendments to CEQA.

Chapter 1.0 of this document introduces the proposed project in light of the required environmental review procedures. Chapter 2.0 includes a description of the proposed project as well as its location, objectives and agency approvals required. Chapter 3.0 is a discussion of the physical environmental setting within and adjacent to the project site. Chapter 4.0 is the Environmental Analysis which examines the issues identified by the County as having potentially significant environmental effects (see Section 1.2 above) and identifies mitigation measures for potential environmental impacts.

Chapters 5.0 and 6.0 address the specific topics required by CEQA and include a discussion of Cumulative Impacts, Growth Inducement, Effects Found Not to be Significant, and Alternatives to the Proposed Action. Chapter 6.0 includes a discussion of Alternatives Considered but Rejected, the No Project Alternative, Development Under the Approved Major Use Permit 88-039 and a Modified "Bottom of the Hill" Alternative.

The final three chapters list the References cited in the EIR (Chapter 7.0), the Persons and Organizations Contacted during EIR preparation (Chapter 8.0), and the Persons Involved in the EIR Preparation (Chapter 9.0).

2.0 PROJECT DESCRIPTION

2.1 Location

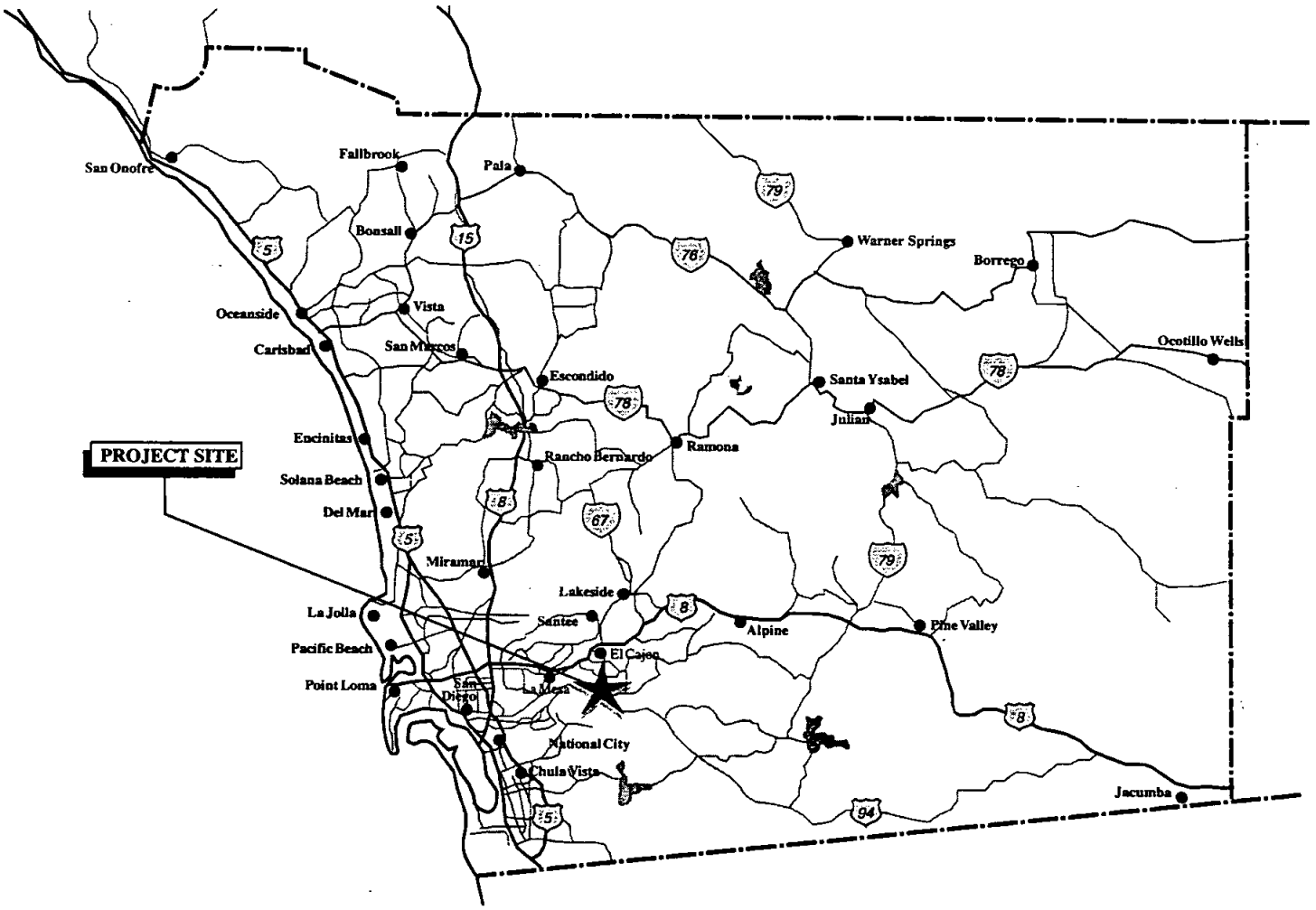
The Skyline Wesleyan Church project area is located approximately 20 miles east of downtown San Diego, south of the City of El Cajon and east of the cities of Lemon Grove and La Mesa (Figure 2.1-1). The subject property includes a total of approximately 114.2 acres of which 92.5 acres are located north of Campo Road/SR-94, 7.8 acres are located south of Campo Road and east of Jamacha Boulevard, and 13.9 acres are located south of Campo Road and west of Jamacha Boulevard (Figure 2.1-2). The project site is situated in the unincorporated area of southcentral San Diego County, within the Valle De Oro Community Plan Area.

The legal description of the property is a portion of tract "F" of Rancho Jamacha according to partition map thereof made in the action entitled "William H. Keighler, et. al. vs. Mary H. Eddy, et. al.", under Superior Court case No. 13 on file in the Office of the County Clerk of San Diego County, recorded April 21, 1981 in book 38, page 305 of deeds. The site coordinates are Section 26, Township 16 South, Range 1 West on the U.S. Geological Survey (USGS) Jamul Quadrangle, 7.5 minute series map.

2.2 Project Objectives

The proposed project is being processed by the Skyline Wesleyan Church to meet the following goals:

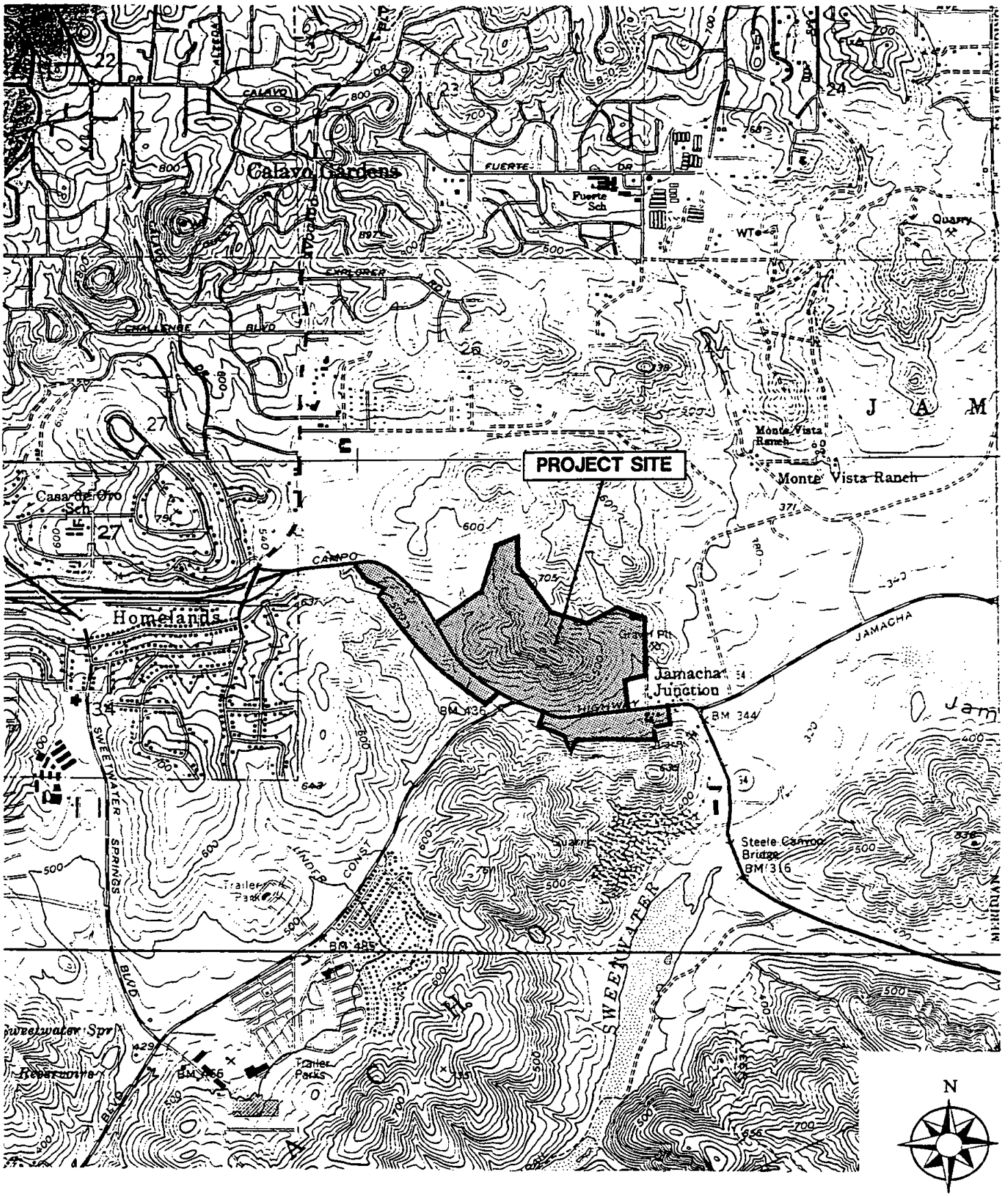
- To develop a new church campus to meet the needs of the growing church congregation whose existing church facility is located at 1345 Skyline Drive in Lemon Grove. Specifically, the new church needs to:
  - Be located in the Rancho San Diego area to be more centrally located for the members of its congregation who currently attend services in Lemon Grove and in El Cajon, and
  - Be large enough to provide space for all of the church functions including a large capacity worship center, a chapel for smaller events such as weddings and funerals, administrative offices, Christian education for adults and children, and training facilities.
- To modify the location and design of the approved Skyline Wesleyan Church within the project area per adopted Major Use Permit (MUP) 88-039 to:



N

Not to Scale

Project Site Location — Figure 2.1-1



Source: USGS Quadrangles, ElCajon & Jamul 7.5 Minute Series

Site Vicinity — Figure 2.1-2

- Resolve conflicts between the approved church design and changes in the Otay Water District's future water storage facility needs for the property subsequent to approval of MUP 88-039, and

- Respond to the design concerns of the Rancho San Diego residents regarding the visually prominent location and the bulk, scale and architectural character of the approved church campus.

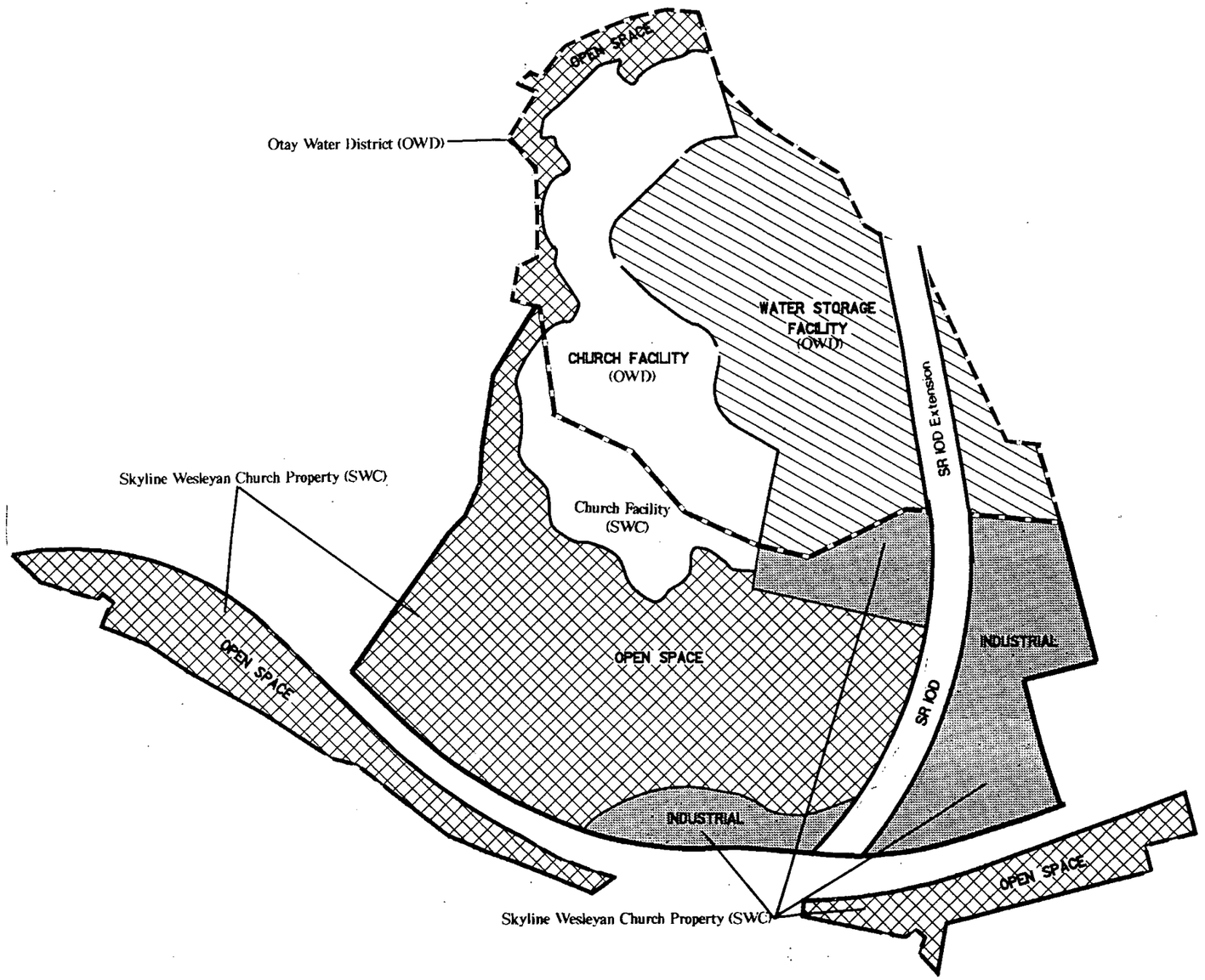
- To provide a cemetery to meet a growing need for cemetery space within the County of San Diego.

2.3 Project History

On December 18, 1991, the Skyline Wesleyan Church (SWC) received approval from the County Board of Supervisors for development of a church facility on the ridgeline within the current project area and also on adjacent land owned by the Otay Water District (OWD). This approval completed the process undertaken by the SWC beginning in 1988 which included a General Plan Amendment (GPA 91-02), an amendment to the Rancho San Diego Specific Plan (SPA 88-004), a Rezone (R88-013), and a Major Use Permit (P88-039). The project area of the approved project includes a total of 207 acres, of which 133 acres are owned by the SWC and 74 acres are owned by the OWD. Of the 33 acres approved for the church facilities, approximately 9 acres are owned by the SWC and the remaining 24 acres are on OWD land requiring property exchanges with the OWD.

The approved MUP 88-039 allows for construction of 345,000 square-feet of church facilities on the ridgeline located approximately 300 feet above Campo Road. The approved church facility consists of an 850-foot-long and 60-foot-high structure with an 80-foot high steeple and cross structure to be located on top of the 60-foot building. The Final EIR for MUP 88-039 indicated that approximately 1,660,000 cubic yards of balanced cut and fill would be required to construct the approved church facility and 3,550 parking spaces, SR-54 through the project area (providing access to the church), future development of the industrial areas within the project site and the OWD terminal storage facility. Within the 207-acre project area, future development of 27 acres with industrial uses would be allowed under the existing zoning and land use designations. The approved project also resulted in the relocation of SR-54 from the western to the eastern portion of the site to bypass the ridgeline, rather than cutting through the center of it. Figure 2.3-1 provides a general illustration of the approved uses within the project area pursuant to MUP 88-039.

A summary of the discretionary actions approved as part of the Skyline Wesleyan Church project by the Board of Supervisors on December 18, 1991 is provided below:



LEGEND

Land Usage	Acreage	Percent
Church Facilities	33	16
Employment	27	13
Open Space	76	37
Roads & SDG&E	18	9
SR-54 (within SWC)	6	3
SR-54 (within OWD)	4	2
Otay Water Storage	43	20
	207	100

Otay Water District ownership

Skyline Wesleyan Church ownership

N

1 inch = 550 feet

- **General Plan Amendment 91-02**

  GPA 91-02 changed the land use designations on land owned by the OWD land from 22 (Public/Semi-Public) to 21 (Specific Planning Area) and also changed a portion of OWD's property from 21 (Specific Planning Area) to 22 (Public/Semi-Public).

  GPA 91-02 also changed the alignment of SR-54, a Circulation Element road, from the western to the eastern portion of the project area.

- **Specific Plan Amendments 88-004**

  Acreage was added to the Rancho San Diego Specific Plan (RSDSP) so that all of the proposed church facilities would be within the Rancho San Diego Specific Planning Area. Portions of this acreage were transferred from the Sweetwater/Avocado Specific Planning Area. An "Institutional" land use designation was created in the Rancho San Diego Specific Plan to regulate church and other civic, cultural, educational and fraternal uses. The easterly re-alignment of SR-54 was incorporated into the RSDSP which reduced the E-1 Employment area acreage from 35 to 27 acres within the project area.

- **Major Use Permit 88-039**

  The approved MUP allowed development of 345,000 square feet of church facilities on the SWC property and the adjacent OWD property. The MUP also allowed the church to operate various community outreach programs and to develop athletic fields on top of underground water storage tanks to be built by the OWD. The MUP plot plan included the entire 207-acre site although future development of the industrial areas and OWD water facilities could be developed pursuant to existing zoning without any limitations by the MUP.

- **Rezoning 88-013**

  Numerous rezonings were approved to implement the General Plan Amendment, Specific Plan Amendment and Major Use Permit including the following rezonings: S80 (Open Space) to S88 (Specific Planning Area) and M52 (Limited Impact Industrial) and also rezonings from M52 to S88, S80 and S94.

Subsequent to approval of these discretionary actions, events have occurred which affect the portion of the approved development owned by the OWD, making compliance difficult with the approved Major Use Permit 88-039. Under the approved plan, approximately 24 acres of the 33-acre church complex is owned by the OWD and required land exchanges prior to development. Subsequent to approval of the SWC project, the OWD modified their future water storage plans for this portion of the project site to respond to the inadequate water storage capacity experienced

during the recent drought. The revised OWD Master Plan proposes to enlarge the water storage facilities and relocate them from an elevation of 520 feet above Mean Sea Level (MSL) in the valley to 635 feet above MSL within a parking area designated in the approved MUP. The SWC worked with the OWD for more than a year attempting to reconcile the church's parking needs with water storage facility needs of the OWD. However, changes in the OWD's needs created difficulty in resolving conflicts between the approved project and the future development plans and needs of the OWD. Specifically, the approved parking design to provide church parking on top of OWD's potable water storage facilities is now incompatible with the construction phasing and design of the SWC project and the OWD water facilities.

2.4 Project Characteristics

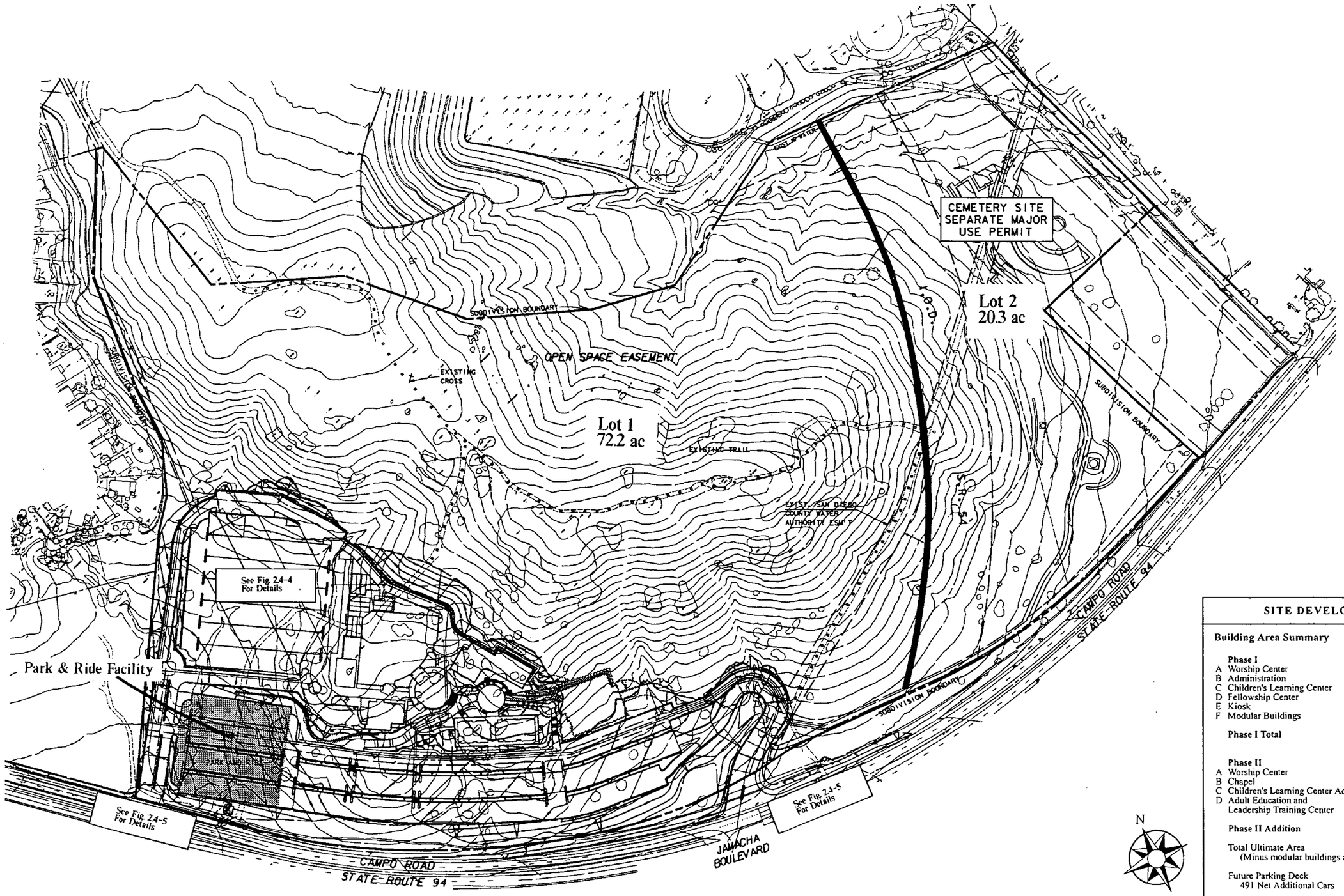
The proposed project involves concurrent processing of several discretionary actions to modify the location of the Skyline Wesleyan Church within the boundaries of approved MUP 88-039 and to develop a cemetery east of future SR-54. The proposed discretionary actions include a modification to Major Use Permit (MUP) (P88-039) for the modified Skyline Wesleyan Church campus, a separate Major Use Permit (P95-001) for the proposed cemetery, an amendment to the Rancho San Diego Specific Plan (SPA 94-001), Zone Reclassifications (R94-005), and a Tentative Subdivision Map (TM 5059).

Modification to Major Use Permit 88-039 (Proposed Church Facilities)

The proposed modification to MUP 88-039 would reduce the size of the MUP area from 207 acres to the 72.2 acres included in Lot 1 of proposed TM 5059. The area to be eliminated from MUP 88-039 includes: 1) the property owned by the Otay Water District in the northern portion of the approved MUP, 2) the 20.3 acres in Lot 2 of proposed TM 5059 located east of and including future SR-54 which comprises MUP 95-001 for the proposed cemetery, and 3) the area located south of Campo Road (Lots 3, 4 and 5 of proposed TM 5059) (Figure 2.3-1). Except for Lot 2, which is proposed for development of an 8.1-acre cemetery as part of MUP 95-001, no changes in the land use designations or the zoning are proposed for the areas being deleted from the MUP 88-039 boundaries, nor is any development proposed as part of the proposed project. The proposed MUP modification (Figure 2.4-1) would relocate the church from its approved location on the ridgetop to the lower elevations of the project site adjacent to the north side of Campo Road, west of future SR-54 within Lot 1 of the proposed tentative map.

Proposed Church Facilities and Phasing

The proposed MUP modification provides detailed development information for the proposed church facility in the southwestern portion of Lot 1, as illustrated in Figure 2.4-2. The church facility would include a total of 172,250 square feet which would be constructed in two main phases, as summarized in Table 2.4-1. Within each phase, however, development would occur incrementally as funding becomes available, with buildings being developed at different times under separate building permits. As indicated in Table 2.4-1, Phase I would include a total of

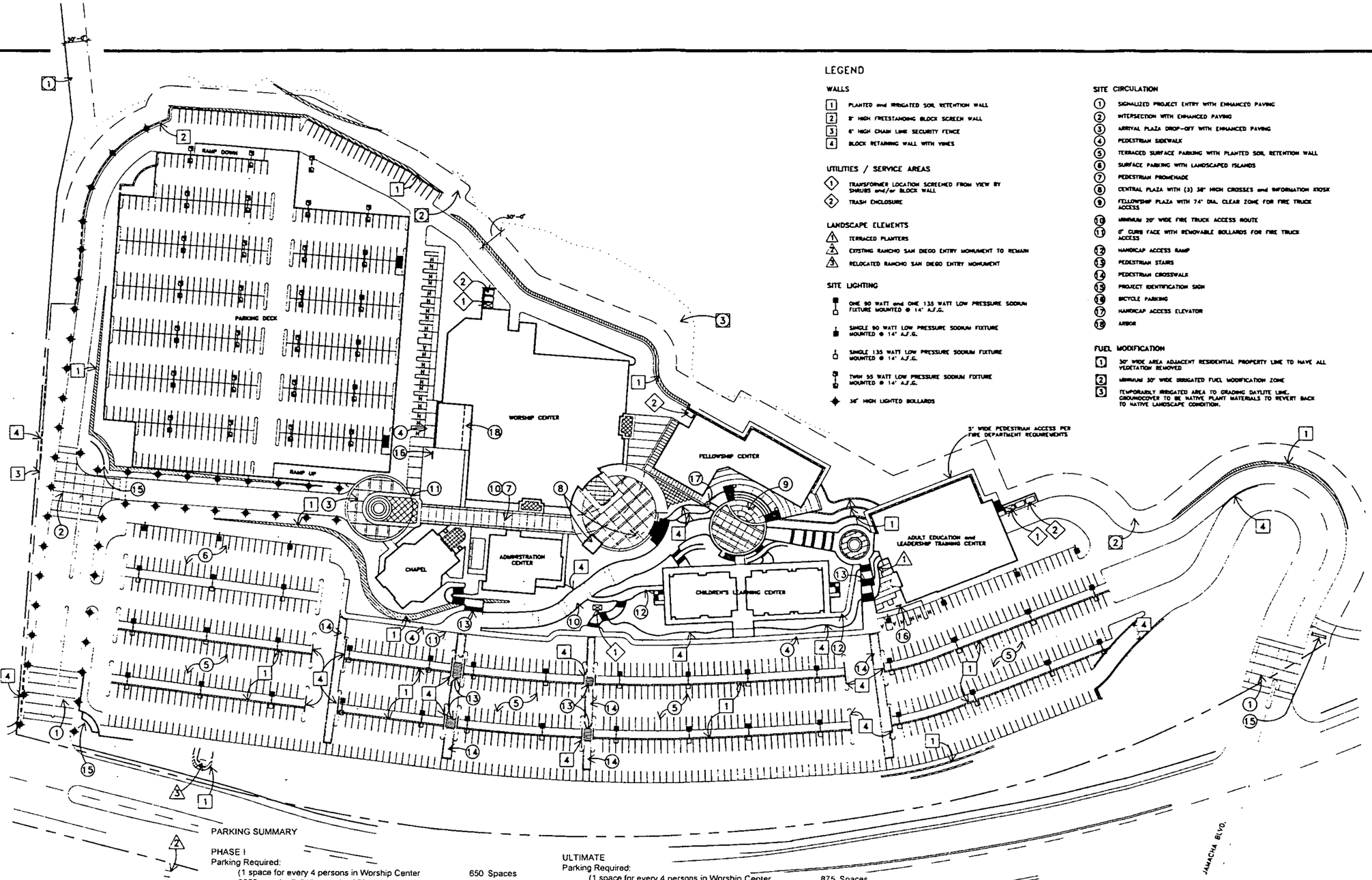


SITE DEVELOPMENT SUMMARY

Building Area Summary

		I-AA	I-BB
	Phase I		
A	Worship Center	38,700	43,600
B	Administration	14,250	14,250
C	Children's Learning Center	18,500	18,500
D	Fellowship Center	30,900	30,900
E	Kiosk	400	400
F	Modular Buildings	14,400	6,500
	Phase I Total	117,150 s.f.	114,150 s.f.
	Phase II		
A	Worship Center	26,500	
B	Chapel	6,500	
C	Children's Learning Center Addition	5,400	
D	Adult Education and Leadership Training Center	26,200	
	Phase II Addition	64,600 s.f.	
	Total Ultimate Area (Minus modular buildings and parking deck)	172,250 s.f.	
	Future Parking Deck 491 Net Additional Cars	150,500 s.f.	

Proposed MUP Modification (Church) Figure 2.4-1



LEGEND

WALLS

1. PLANTED and IRRIGATED SOIL RETENTION WALL
2. 8' HIGH FREESTANDING BLOCK SCREEN WALL
3. 6' HIGH CHAIN LINK SECURITY FENCE
4. BLOCK RETAINING WALL WITH VINES

UTILITIES / SERVICE AREAS

1. TRANSFORMER LOCATION SCREENED FROM VIEW BY SHRUBS and/or BLOCK WALL
2. TRASH ENCLOSURE

LANDSCAPE ELEMENTS

1. TERRACED PLANTERS
2. EXISTING RANCHO SAN DIEGO ENTRY MONUMENT TO REMAIN
3. RELOCATED RANCHO SAN DIEGO ENTRY MONUMENT

SITE LIGHTING

- ONE 90 WATT and ONE 135 WATT LOW PRESSURE SODIUM FIXTURE MOUNTED @ 14' A.F.G.
- SINGLE 90 WATT LOW PRESSURE SODIUM FIXTURE MOUNTED @ 14' A.F.G.
- SINGLE 135 WATT LOW PRESSURE SODIUM FIXTURE MOUNTED @ 14' A.F.G.
- TWIN 35 WATT LOW PRESSURE SODIUM FIXTURE MOUNTED @ 14' A.F.G.
- 36" HIGH LIGHTED BOLLARDS

SITE CIRCULATION

1. SIGNALIZED PROJECT ENTRY WITH ENHANCED PAVING
2. INTERSECTION WITH ENHANCED PAVING
3. ARRIVAL PLAZA DROP-OFF WITH ENHANCED PAVING
4. PEDESTRIAN SIDEWALK
5. TERRACED SURFACE PARKING WITH PLANTED SOIL RETENTION WALL
6. SURFACE PARKING WITH LANDSCAPED ISLANDS
7. PEDESTRIAN PROMENADE
8. CENTRAL PLAZA WITH (3) 38" HIGH CROSSES and INFORMATION KIOSK
9. FELLOWSHIP PLAZA WITH 74' DIA. CLEAR ZONE FOR FIRE TRUCK ACCESS
10. MINIMUM 20' WIDE FIRE TRUCK ACCESS ROUTE
11. 0" CURB FACE WITH REMOVABLE BOLLARDS FOR FIRE TRUCK ACCESS
12. HANDICAP ACCESS RAMP
13. PEDESTRIAN STAIRS
14. PEDESTRIAN CROSSWALK
15. PROJECT IDENTIFICATION SIGN
16. BICYCLE PARKING
17. HANDICAP ACCESS ELEVATOR
18. ARBOR

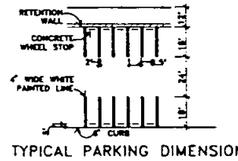
FUEL MODIFICATION

1. 30' WIDE AREA ADJACENT RESIDENTIAL PROPERTY LINE TO HAVE ALL VEGETATION REMOVED
2. MINIMUM 30' WIDE IRRIGATED FUEL MODIFICATION ZONE
3. TEMPORARILY IRRIGATED AREA TO GRADING DAYLITE LINE. GROUNDCOVER TO BE NATIVE PLANT MATERIALS TO REVERT BACK TO NATIVE LANDSCAPE CONDITION.

PARKING SUMMARY

PHASE I	
Parking Required:	
(1 space for every 4 persons in Worship Center 2600 people @ 21" o.c. - 4 = 650 spaces)	650 Spaces
(1 space for every 4 persons in Worship Center 3030 people @ 18" o.c. - 4 = 758 spaces)	758 Spaces
Parking Provided:	
Standard	1,153
Small Car	236
Handicap	24
Handicap Van	4
TOTAL PHASE I PARKING PROVIDED	1,417 Spaces
Total Bicycle Parking Spaces (92 required)	15
Total Loading Spaces	3

ULTIMATE	
Parking Required:	
(1 space for every 4 persons in Worship Center 3500 people @ 21" o.c. - 4 = 875 spaces)	875 Spaces
(1 space for every 4 persons in Worship Center 4084 people @ 18" o.c. - 4 = 1021 spaces)	1,021 Spaces
Parking Provided:	
Standard	1614
Small Car	266
Handicap	24
Handicap Van	4
TOTAL ULTIMATE PARKING PROVIDED	1,908 Spaces



TYPICAL PARKING DIMENSIONS

0 25 50 100 150

N

Scale Unknown

Source: Converse Architecture

Proposed Church Development Plan

Figure 2.4-2

TABLE 2.4-1
Summary of Proposed Church Facilities

Building	Phase I		Phase II (square feet)	Total (square feet)	Use
	Phase I-AA (square feet)	Phase I-BB (square feet)			
Worship Center	38,700 (2,600 seats)	43,600 (2,600 seats)	26,500 (3,500 seats)	70,100	Saturdays, Sundays, religious holidays & occasional weekday use - worship, education and religious observances/performances. Limited office area would have similar hours as the administrative facility.
Administration Center	14,250	14,250	0	14,250	Daily: administration staff offices; Sundays: adult Christian education during Phase I.
Adult Education and Training Center	0	0	26,200	26,200	Weekdays: regional training facility for adult participants, pastors and church officials. General educational and self-improvement training programs. Sundays: adult Christian education (Phase II).
Children's Learning Center[1]	0	18,500	5,400	23,900	Daily: children's Christian education and religious activities. Sundays: children's Christian education.
Fellowship Center	30,900	30,900	0	30,900	Daily: Christian education, recreational, educational, and religious activities.
Chapel	0	0	6,500	6,500	Saturdays, Sundays, religious holidays & occasional weekday use - worship, weddings, funerals, education and religious observances/performances.
Information Kiosk	400	400	0	400	Information center.
Modular Buildings[2]	14,400[1]	6,500[3]	0	0[2]	Youth and adult education, office space.
Total	117,150SF	114,150SF	64,600SF	172,250SF	

[1] Does not include day care facilities.
[2] Modular buildings in Phase I will be eliminated when Phase II facilities are completed.
[3] Modular building square footage to be reduced to 6,500 square feet in Phase I-BB
Note: A parking deck (150,500 SF) will be constructed during Phase II to provide 491 additional parking spaces (net)

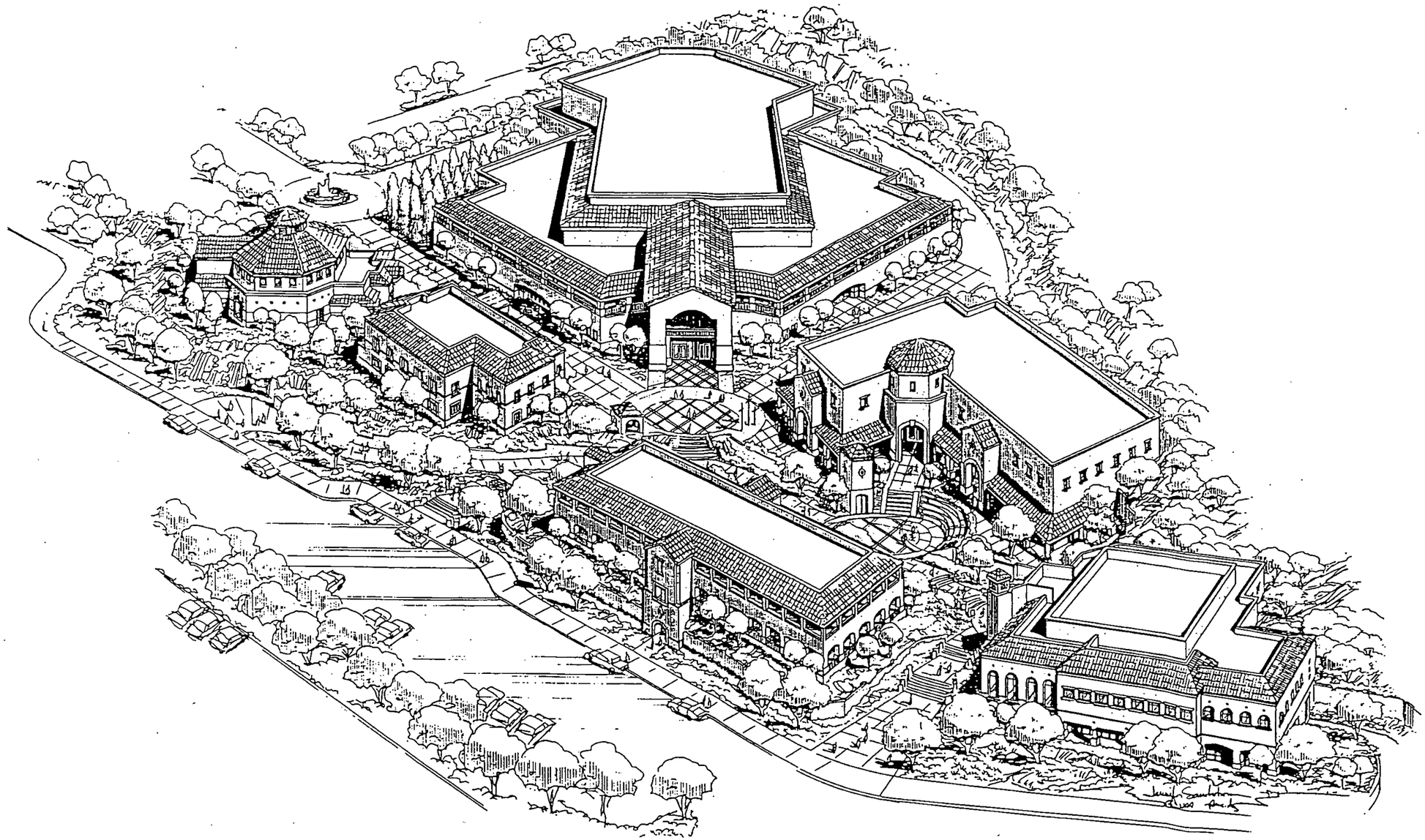
117,500 square feet and Phase II would include 64,600 square feet. Construction of the worship center, children's learning center, and fellowship center would begin in Phase I with expansion of these facilities occurring in Phase II. Construction of the administration building and information kiosk would be completed during Phase I.

Within Phase I, construction of the worship center would occur in two phases. Phase I-AA development of the worship center would include 38,700 square feet with a seating capacity of 2,600 seats. In addition, 14,400 square feet of modular buildings would be used in Phase I-AA for Christian education and support services for the worship center. The modular buildings would be located in the northwestern corner of the parking lot and behind the northwest corner of the worship center. In Phase I-BB, the worship center would be expanded to 43,600 square feet behind the northwest corner of the worship center to provide permanent space for worship center support services. The amount of modular building space would be reduced to 6,500 square feet in Phase I-BB.

Phase II facilities would include construction of the chapel and the adult education and leadership training center, as well as the expansion of the worship center, children's learning center and parking deck. The 6,500 square feet of modular buildings from Phase I-BB would be removed during completion of Phase II. The ultimate building square footage upon completion of Phase II would be 172,250 square feet.

The architecture of the proposed church would be traditional mission with mediterranean accents in a campus-style environment. Six separate buildings would be developed on a three-level, terraced campus with landscaped pedestrian plazas at each level of the campus. The maximum building height would be 60 feet for the worship center. Three crosses would be located in the plaza adjacent to the worship center with maximum heights of 38 feet. The overall design concept for the proposed church campus is illustrated in Figure 2.4-3. The proposed church facilities would be developed on 23.8 acres with the remaining 48.4 acres of Lot 1 to be retained as open space. Existing onsite fire break trails along the San Diego County Water Authority easement and ridgeline would be maintained as part of the proposed project as well as the existing cross on the ridgeline.

The proposed hours of operation for the church campus are seven days a week from 7:00 a.m. to 10:00 p.m. Peak usage of the church facilities would be on Sunday mornings for worship services and Sunday school. Two main worship services are anticipated each Sunday between 8:00 a.m. and noon with Sunday school classes also being held during each of the two worship services. A third worship service and other smaller religious services may also be provided. Approximately 50 employees would work onsite during the week: 42 during the day and approximately eight evening custodians. Attendance during Phase I is expected to be a maximum of 2,600 persons at each of the two worship services. Ultimate attendance (completion of Phase II) would be 3,500 persons at each of the two worship services and 1,400 people at each of the two Sunday school classes. Evening classes and programs would also be held during the week until 10:00 p.m.



Source: Converse Architecture

Proposed Church Campus

Figure 2.4-3

As part of the proposed MUP modification, a Caltrans Park and Ride lot would be located in the southwestern portion of the church's parking lot. The 240 space Park and Ride facility would be on the eastern side of the west church driveway with direct access to and from Campo Road.

In addition, the Skyline Wesleyan Church has agreed to have the church function as a regional disaster center staging area. This is anticipated to include using the parking lot as a staging area for rescue vehicles and the church buildings for emergency shelter. However, development of an agreement between the Skyline Wesleyan Church and the appropriate service agencies will be required to establish the plan for this regional disaster center staging area.

Grading

The proposed church facility would involve a total graded area of approximately 24.8 acres and would occur in two phases corresponding to the phased development of the church campus. Total grading for all of the Phase I facilities would include an estimated 235,000 cubic yards (cy) of balanced cut and fill which would be completed prior to any Phase I development. Proposed grading for Phase II development would include 10,000 cy of cut and 4,000 cy of fill, with 6,000 cy being exported offsite. Approximately 330 truck trips would be required to dispose of the Phase II export material. The destination of the Phase II export material will be determined prior to the Phase II grading, based on the need for fill material at that time. The Phase II grading is limited to the grading required to develop the chapel and the adult education and training center. Phase II grading would occur in two separate increments, as phased development of the chapel and the adult education and training center occur. Elevations within the church area would range from 545 feet Above Mean Sea Level (AMSL) at the pads for the worship, fellowship and administration centers to 490 to 500 feet AMSL in the parking lot adjacent to Campo Road, to a low of 435 feet AMSL at the easterly entrance at Campo Road.

The proposed grading plan is illustrated in Figure 2.4-4. Manufactured slopes would be created primarily on the north side of the church complex and adjacent to Campo Road. The maximum height of cut and fill slopes would be 60 feet with a maximum slope ratio of 1.½:1 for cut slopes and 2:1 for fill slopes. Soil retention walls and retaining walls are proposed extensively throughout the church campus to minimize the extent and height of manufactured slopes. The height of soil retention and retaining walls within the project area would range from one to 24 feet. The combined length of soil retention walls would be approximately 4,100 feet and approximately 1,000 feet for retaining and rock bolting walls. Soil retention walls are similar to crib walls in that they function as a retaining wall and have plantable soil pockets on the face of the wall for landscaping. The face of the soil retention walls would be planted and irrigated. The block retaining walls would only be landscaped from above and below. The location of the soil retention and retaining walls is shown in Figure 2.4-2 and summarized in Table 2.4-2. Rock bolting, which utilizes a reinforced-concrete wall bolted into a rock slope to create a retaining wall, would be installed on the 30- and 40-foot high, rock cut slopes located behind the fellowship and adult education centers.

TABLE 2.4-2
Soil Retention and Retaining Wall Summary

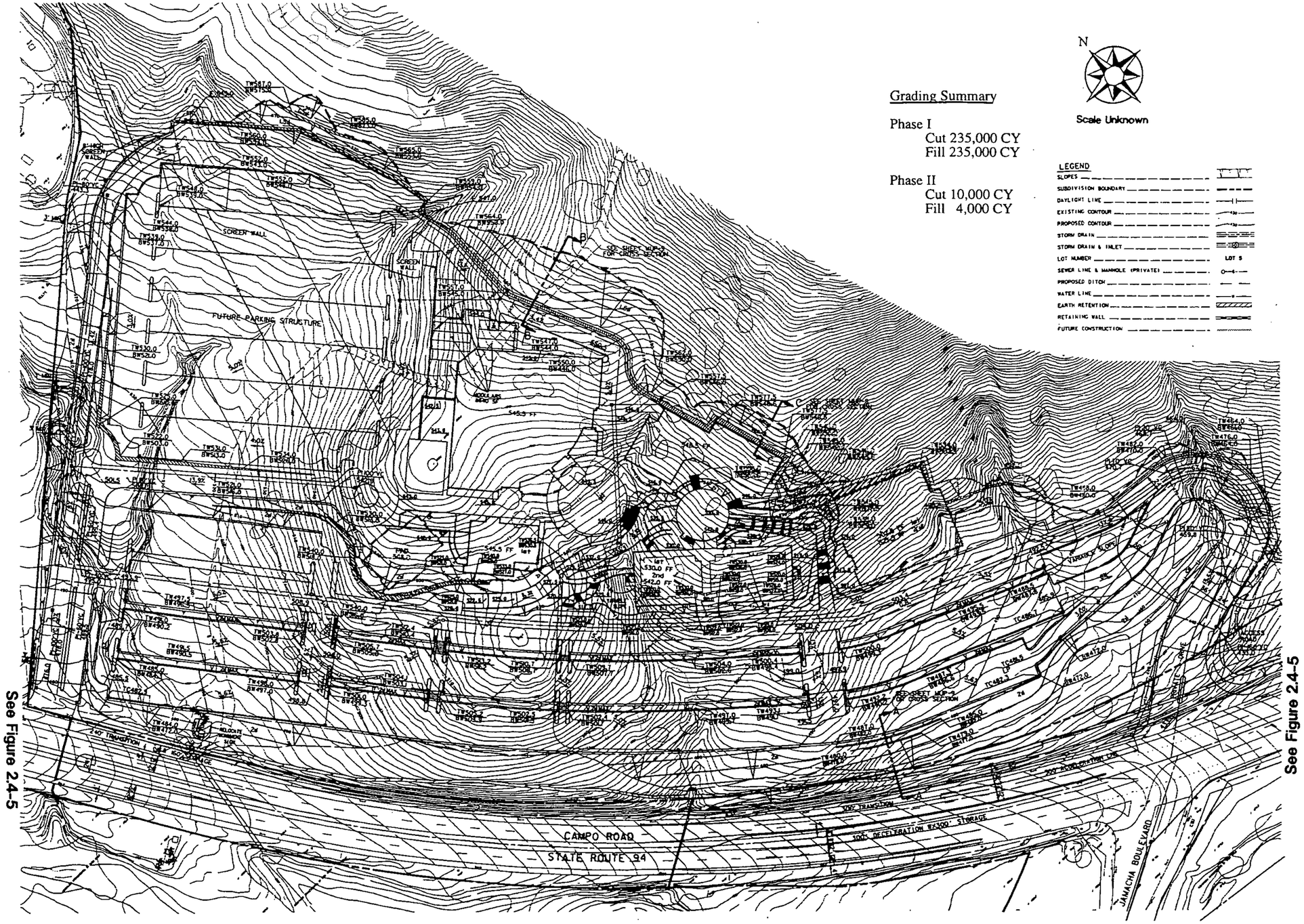
Location	Length (feet)	Height (feet)
Soil Retention Walls		
Adjacent to Campo Road	300'	2'-5'
Parking lot	2,375'	1-2'
Eastern driveway	300'	3'-12'
Adjacent to parking deck	525'	8'-9'
Arrival plaza/chapel	450'	4'-24'
Behind parking deck	500'	5'-19'
Behind worship center	425'	11'-12'
Between Fellowship Center and Adult Education	300'	3'-6'
TOTAL	5,175'	
Retaining Walls		
Children's Learning Center	575'	3'-11'
Central Plaza area	435'	4'-6'
End of parking rows	405'	1'-3'
Behind Fellowship Center*	260'	30'
Behind Adult Education*	200	40'
Southwest corner of parking lot**	280'	2'-10'
TOTAL	2,155'	

* Rock Bolting
**Masonry wall

Circulation/Parking

Access to the church site would be provided from Campo Road adjacent to the project site. Regional access would be provided from SR-94 to the west, Jamacha Boulevard to the southwest, Campo Road to the southeast and Jamacha Road to the northeast. The project proposes two signalized entrances off Campo Road. Figure 2.4-5 shows the details of the proposed access intersections.

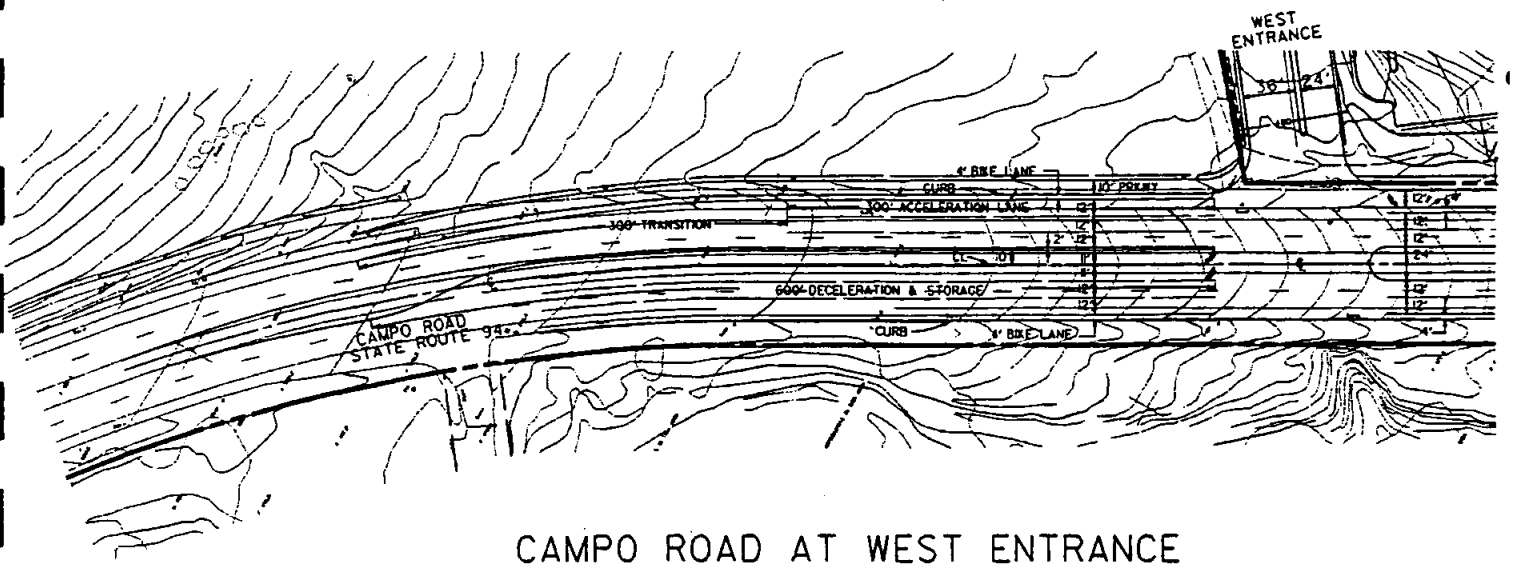
The easterly entrance to the church would be at the intersection of Campo Road/Jamacha Boulevard and would involve adding a fourth leg on the north side of this existing signalized intersection. The driveway would have two inbound lanes and three outbound lanes. To the east of the driveway, Campo Road would be widened to provide a lane for transition and deceleration, and to the west of the driveway the road would be widened to provide a lane for acceleration, transition, and dual left-turn lanes into the church entrance. The existing traffic signal would be modified to accommodate the new driveway on the north side of the intersection.



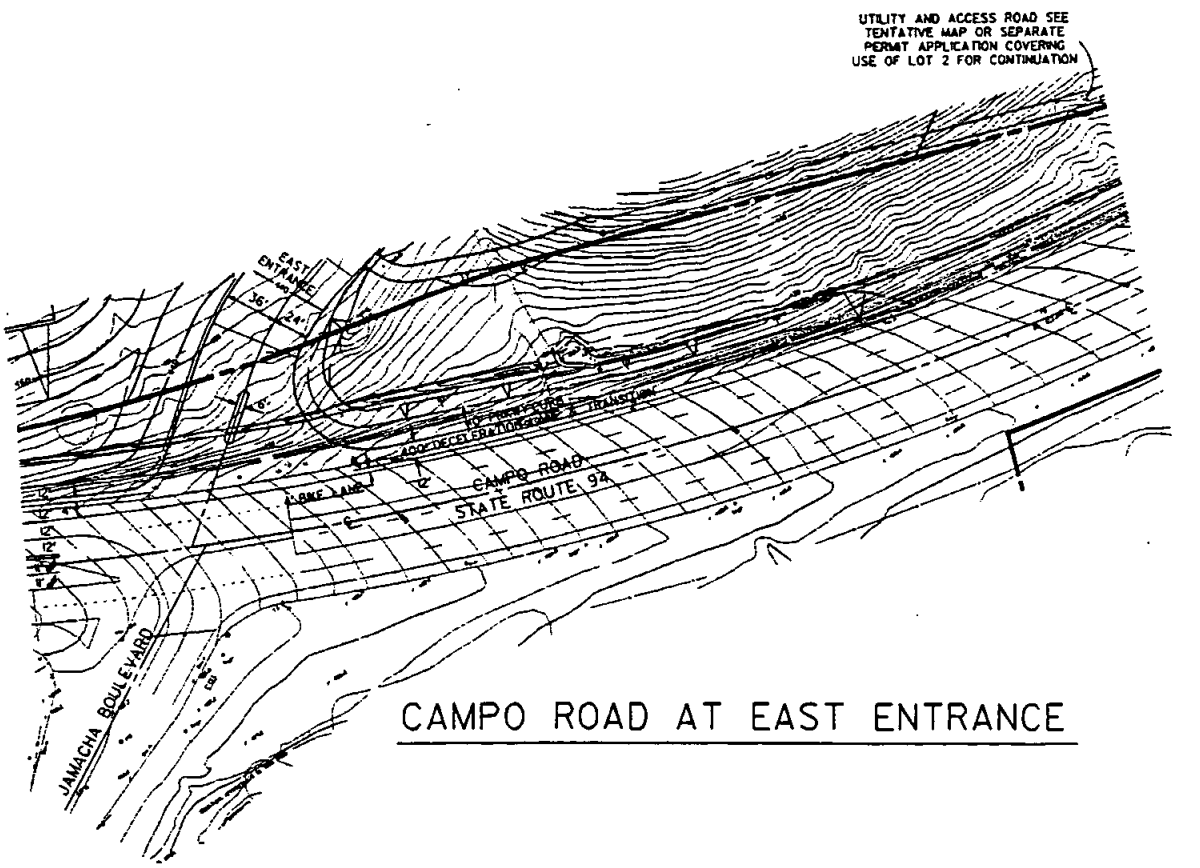
Source: Rick Engineering

GRADING PLAN

Proposed Church Grading Plan — Figure 2.4-4



CAMPO ROAD AT WEST ENTRANCE



CAMPO ROAD AT EAST ENTRANCE

Source: Rick Engineering

Proposed Access and Campo Road Improvements ——— Figure 2.4-5

The westerly access would be located approximately 1,600 feet west of Jamacha Boulevard at the westerly limits of the church parking area. The west driveway would have two inbound lanes and three outbound lanes, and would be similar to the east driveway in road widening for entrance and exit transition. Dual left-turn lanes from eastbound Campo Road into the church entrance and a traffic signal would be provided at the west driveway.

The proposed MUP modification includes a total of 1,908 parking spaces. Surface parking for 1,417 cars would be provided initially. Concurrent with the future expansion of the worship center from 43,000 square feet to 70,100 square feet, a parking deck would be added on top of the northwestern parking lot to provide parking for an additional 491 cars. Low pressure sodium lighting utilized within the parking areas would be directed and screened to prevent lighting from emanating beyond project development areas. An 8-foot-high block wall is proposed at the end of the western driveway into the church, wrapping around the northwestern corner of the parking area to prevent headlights from church vehicles shining into nearby residences and to reduce noise impacts on nearby residences. A three to six-foot-high landscaped parapet would be provided around the perimeter of the parking deck to also block headlights from vehicles on the parking deck.

Landscaping/Fire Buffers

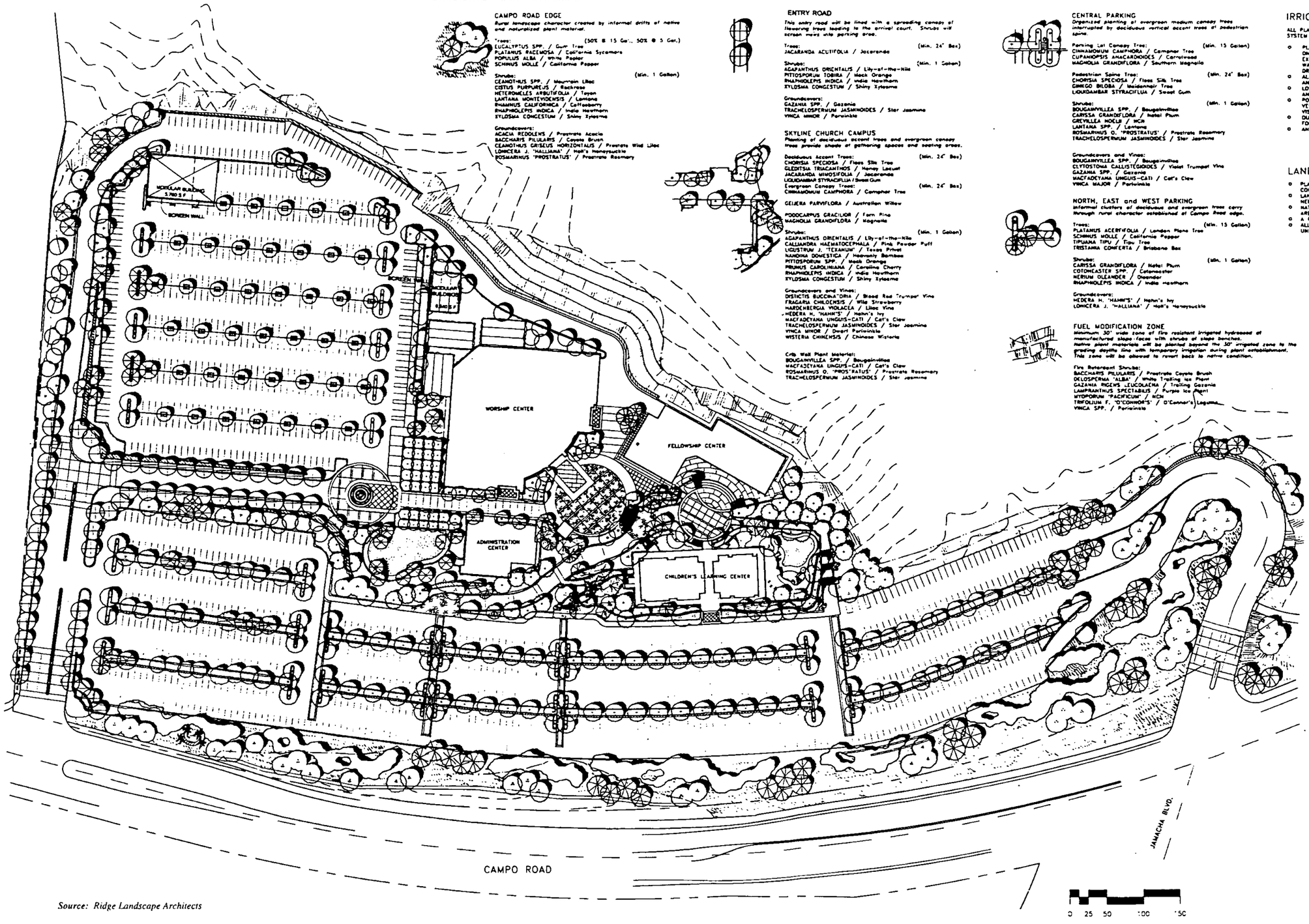
The conceptual interim and ultimate landscape plans corresponding to the two phase development of the proposed church complex are illustrated in Figure 2.4-6. and Figure 2.4-. The landscape plan would utilize native and naturalized species on the slopes along Campo Road. Trees would be planted throughout the parking areas. Landscaping to screen views of the proposed parking deck would include planting boxes around the perimeter of the parking deck. In addition, in-ground planting around the base of the parking deck would be provided to screen views into the bottom level of the structure. The soil retention walls would be planted with groundcovers and vines, as well as turf on the benches for erosion control.

A fire buffer zone would be maintained around all structures. A minimum 30-foot-wide fuel management zone would be maintained adjacent to building structures and the existing residences to the west. This zone shall be planted with fire resistant irrigated hydroseed on manufactured slope faces and shrubs at slope benches. Native plant materials would be planted beyond the 30-foot irrigated zone to the grading daylight line with temporary irrigation during plant establishment. This zone would be allowed to revert back to its native condition to blend with the adjacent natural open space areas.

Major Use Permit P95-001 (Proposed Cemetery)

Proposed Facilities and Phasing

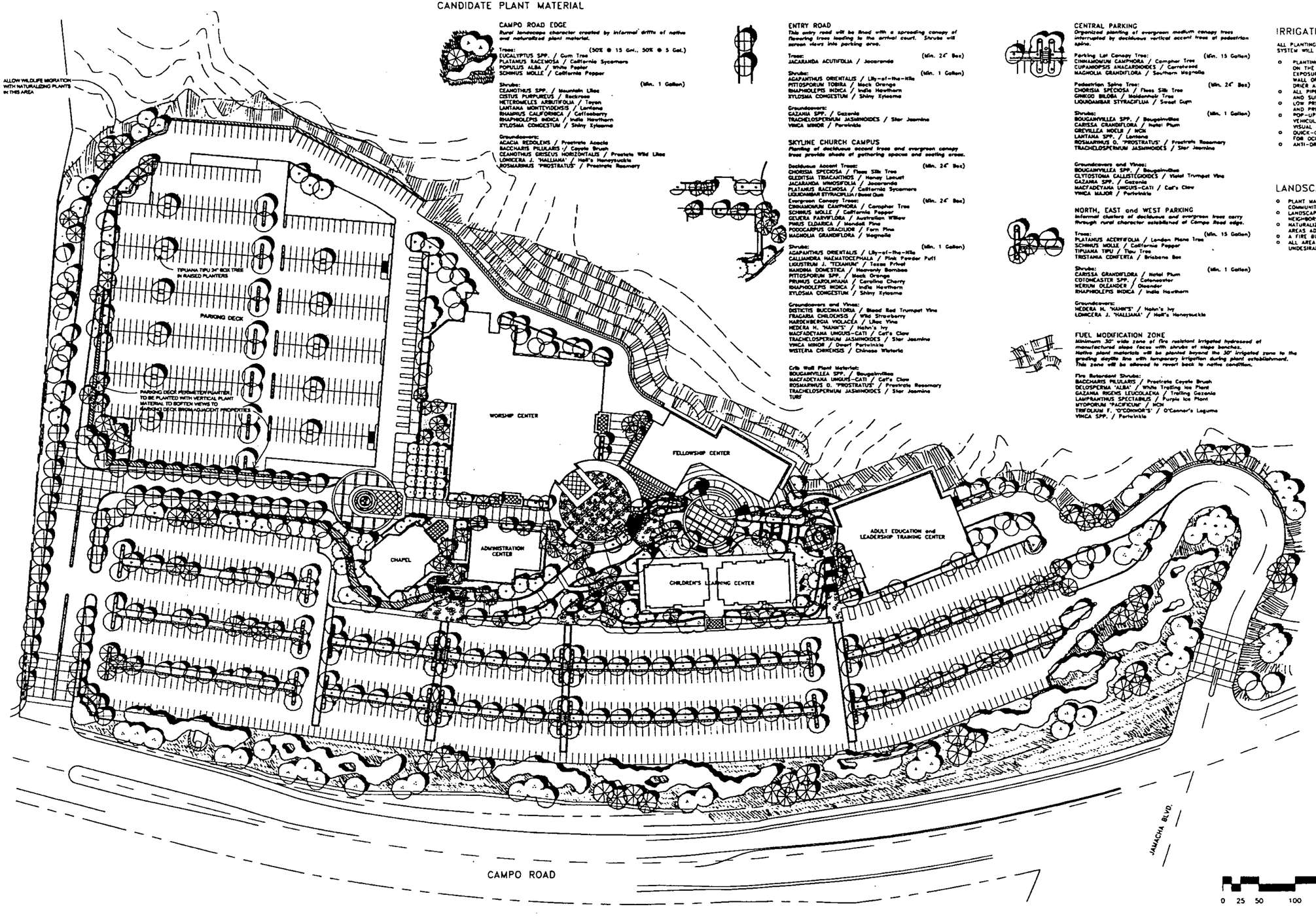
A separate Major Use Permit (P95-001) is being processed to allow development of a cemetery within Lot 2 (20.3 acres) of the proposed tentative map. The MUP proposes to develop a



Source: Ridge Landscape Architects

Proposed Church Landscape Plan (Phase I) Figure 2.4-6

CANDIDATE PLANT MATERIAL



CAMPO ROAD EDGE

Rural landscape character created by informal drifts of native and naturalized plant material.

Trees: (50% @ 15 Gal., 50% @ 5 Gal.)
EUCALYPTUS SPP. / Gum Tree
PLATANUS RACEMOSA / California Sycamore
POPULUS ALBA / White Poplar
SCHINUS MOLLE / California Pepper

Shrubs: (Min. 1 Gallon)
CEANOTHUS SPP. / Mountain Lilac
CISTUS PURPUREUS / Rockrose
HETEROMELES ARBUTIFOLIA / Toyon
LANTANA MONTEVIDENSIS / Lantana
RHAMNUS CALIFORNICA / Coffeeberry
RHAPHIOLEPIS INDICA / India Hawthorn
XYLOSMA CONGESTUM / Shiny Xylosma

Groundcovers:
ACACIA REDOLENS / Prostrate Acacia
BACCHARIS PILULARIS / Coyote Brush
CEANOTHUS GRISEUS HORIZONTALIS / Prostrate Wild Lilac
LONICERA J. 'HALLIANA' / Hall's Honeysuckle
ROSMARINUS 'PROSTRATUS' / Prostrate Rosemary

ENTRY ROAD

This entry road will be lined with a spreading canopy of flowering trees leading to the arrival court. Shrubs will screen views into parking area.

Trees: (Min. 24" Box)
JACARANDA ACUTIFOLIA / Jacaranda

Shrubs: (Min. 1 Gallon)
AGAPANTHUS ORIENTALIS / Lily-of-the-Nile
PITTOSPORUM TOBIRA / Mock Orange
RHAPHIOLEPIS INDICA / India Hawthorn
XYLOSMA CONGESTUM / Shiny Xylosma

Groundcovers:
GAZANIA SPP. / Gazania
TRACHELOSPERMUM JASMINOIDES / Star Jasmine
VINCA MINOR / Periwinkle

SKYLINE CHURCH CAMPUS

Planting of deciduous accent trees and evergreen canopy trees provide shade at gathering spaces and seating areas.

Deciduous Accent Trees: (Min. 24" Box)
CHORISIA SPECIOSA / Floss Silk Tree
GLEDITSIA TRIACANTHOS / Honey Locust
JACARANDA MIMOSIFOLIA / Jacaranda
PLATANUS RACEMOSA / California Sycamore
LIQUIDAMBAR STYRACIFLUA / Sweet Gum

Evergreen Canopy Trees: (Min. 24" Box)
CINNAMOMUM CAMPHORA / Camphor Tree
SCHINUS MOLLE / California Pepper
GEIJERA PARVIFLORA / Australian Willow
PINUS ELDARICA / Mondell Pine
PODOCARPUS GRACILIOR / Fern Pine
MAGNOLIA GRANDIFLORA / Magnolia

Shrubs: (Min. 1 Gallon)
AGAPANTHUS ORIENTALIS / Lily-of-the-Nile
CALLIANDRA HAEMATOCEPHALA / Pink Powder Puff
LIGUSTRUM J. 'TEXANUM' / Texas Privet
NANDINA DOMESTICA / Heavenly Bamboo
PITTOSPORUM SPP. / Mock Orange
PRUNUS CAROLINIANA / Carolina Cherry
RHAPHIOLEPIS INDICA / India Hawthorn
XYLOSMA CONGESTUM / Shiny Xylosma

Groundcovers and Vines:
DISTICTIS BUCCINATORIA / Blood Red Trumpet Vine
FRAGARIA CHILOENSIS / Wild Strawberry
HAROENBERGIA VIOLACEA / Lilac Vine
HEDERA H. 'HAHN'S' / Hahn's Ivy
MACFADYEANA UNGUIS-CATI / Cat's Claw
TRACHELOSPERMUM JASMINOIDES / Star Jasmine
VINCA MINOR / Dwarf Periwinkle
WISTERIA CHINENSIS / Chinese Wisteria

Crib Wall Plant Material:
BOUGAINVILLEA SPP. / Bougainvillea
MACFADYEANA UNGUIS-CATI / Cat's Claw
ROSMARINUS O. 'PROSTRATUS' / Prostrate Rosemary
TRACHELOSPERMUM JASMINOIDES / Star Jasmine
TURF

CENTRAL PARKING

Organized planting of evergreen medium canopy trees interrupted by deciduous vertical accent trees at pedestrian spine.

Parking Lot Canopy Tree: (Min. 15 Gallon)
CINNAMOMUM CAMPHORA / Camphor Tree
CUPANIOPSIS ANACARDIOIDES / Carrotwood
MAGNOLIA GRANDIFLORA / Southern Magnolia

Pedestrian Spine Tree: (Min. 24" Box)
CHORISIA SPECIOSA / Floss Silk Tree
GINKGO BILOBA / Maidenhair Tree
LIQUIDAMBAR STYRACIFLUA / Sweet Gum

Shrubs: (Min. 1 Gallon)
BOUGAINVILLEA SPP. / Bougainvillea
CARISSA GRANDIFLORA / Natal Plum
GREVILLEA NOELII / NCN
LANTANA SPP. / Lantana
ROSMARINUS O. 'PROSTRATUS' / Prostrate Rosemary
TRACHELOSPERMUM JASMINOIDES / Star Jasmine

Groundcovers and Vines:
BOUGAINVILLEA SPP. / Bougainvillea
CLYTOSTOMA CALLISTEGIOIDES / Violet Trumpet Vine
GAZANIA SPP. / Gazania
MACFADEYANA UNGUIS-CATI / Cat's Claw
VINCA MAJOR / Periwinkle

NORTH, EAST and WEST PARKING

Informal clusters of deciduous and evergreen trees carry through rural character established at Campo Road edge.

Trees: (Min. 15 Gallon)
PLATANUS ACERIFOLIA / London Plane Tree
SCHINUS MOLLE / California Pepper
TIPUANA TIPU / Tipu Tree
TRISTANIA CONFERTA / Brisbane Box

Shrubs: (Min. 1 Gallon)
CARISSA GRANDIFLORA / Natal Plum
COTONEASTER SPP. / Cotoneaster
NERIUM OLEANDER / Oleander
RHAPHIOLEPIS INDICA / India Hawthorn

Groundcovers:
HEDERA H. 'HAHN'S' / Hahn's Ivy
LONICERA J. 'HALLIANA' / Hall's Honeysuckle

FUEL MODIFICATION ZONE

Minimum 30' wide zone of fire resistant irrigated hydroseed of manufactured slopes faces with shrubs at slope benches. Native plant materials will be planted beyond the 30' irrigated zone to the grading daylite line with temporary irrigation during plant establishment. This zone will be allowed to revert back to native condition.

Fire Retardant Shrubs:
BACCHARIS PILULARIS / Prostrate Coyote Brush
DELOSPERMA 'ALBA' / White Trailing Ice Plant
GAZANIA RIGENS LEUCOLAENA / Trailing Gazania
LAMPRANTHUS SPECTABILIS / Purple Ice Plant
MYOPORUM 'PACIFICUM' / NCN
TREFOLIUM F. 'O'CONNOR'S' / O'Connor's Legume
VINCA SPP. / Periwinkle

IRRIGATION DESIGN CRITERIA

ALL PLANTING AREAS WILL BE IRRIGATED WITH A PERMANENT AUTOMATIC SYSTEM. SYSTEM WILL INCLUDE THE FOLLOWING.

- PLANTING AREAS OF DIFFERING WATER REQUIREMENTS WILL NOT BE IRRIGATED ON THE SAME CIRCUITS. FOR EXAMPLE, PLANTING AREAS WITH NORTHERLY EXPOSURE ONLY AND SHADED AREAS IMMEDIATELY ADJACENT TO THE NORTH WALL OF A BUILDING WILL NOT BE IRRIGATED ON THE SAME CIRCUIT AS THE DRIER AREAS IMMEDIATELY SOUTH OF A BUILDING.
- ALL PIPE WILL BE PVC BELOW GRADE. LATERAL LINES WILL BE PVC CLASS 200 AND SUPPLY LINES WILL BE PVC SCHEDULE 40.
- LOW PRECIPITATION SPRAY HEADS WILL BE UTILIZED MINIMIZING EXCESSIVE RUNOFF AND PROMOTING SOIL PENETRATION OF WATER.
- POP-UP SPRINKLER HEADS WILL BE USED ADJACENT TO PEDESTRIAN AREAS AND VEHICULAR AREAS TO AVOID THE RISK OF DAMAGE OR INJURY AND IMPROVE VISUAL APPEARANCE.
- QUICK-COUPLING DEVICES WILL BE LOCATED THROUGHOUT THE PROJECT SITE FOR OCCASIONAL UTILITY AND MAINTENANCE PURPOSES.
- ANTI-DRAIN VALVES WILL BE UTILIZED TO MINIMIZE SPRINKLER HEAD LEAKAGE.

LANDSCAPE DESIGN CRITERIA

- PLANT MATERIALS WILL COMPLEMENT EXISTING LANDSCAPE ELEMENTS IN THE COMMUNITY
- LANDSCAPED BUFFER AREAS WILL BE PROVIDED TO ENSURE PRIVACY TO NEIGHBORING RESIDENTIAL AREAS
- NATURALIZED DROUGHT TOLERANT PLANT MATERIAL WILL BE EMPHASIZED IN AREAS ADJOINING NATURAL OPEN SPACE AREAS
- A FIRE BUFFER ZONE WILL BE MAINTAINED AROUND ALL STRUCTURES
- ALL AREA LIGHTING WILL BE DIRECTED AND SCREENED TO PREVENT PENETRATION OF UNDESIRABLE LIGHT TO SURROUNDING AREAS

Source: Ridge Landscape Architects

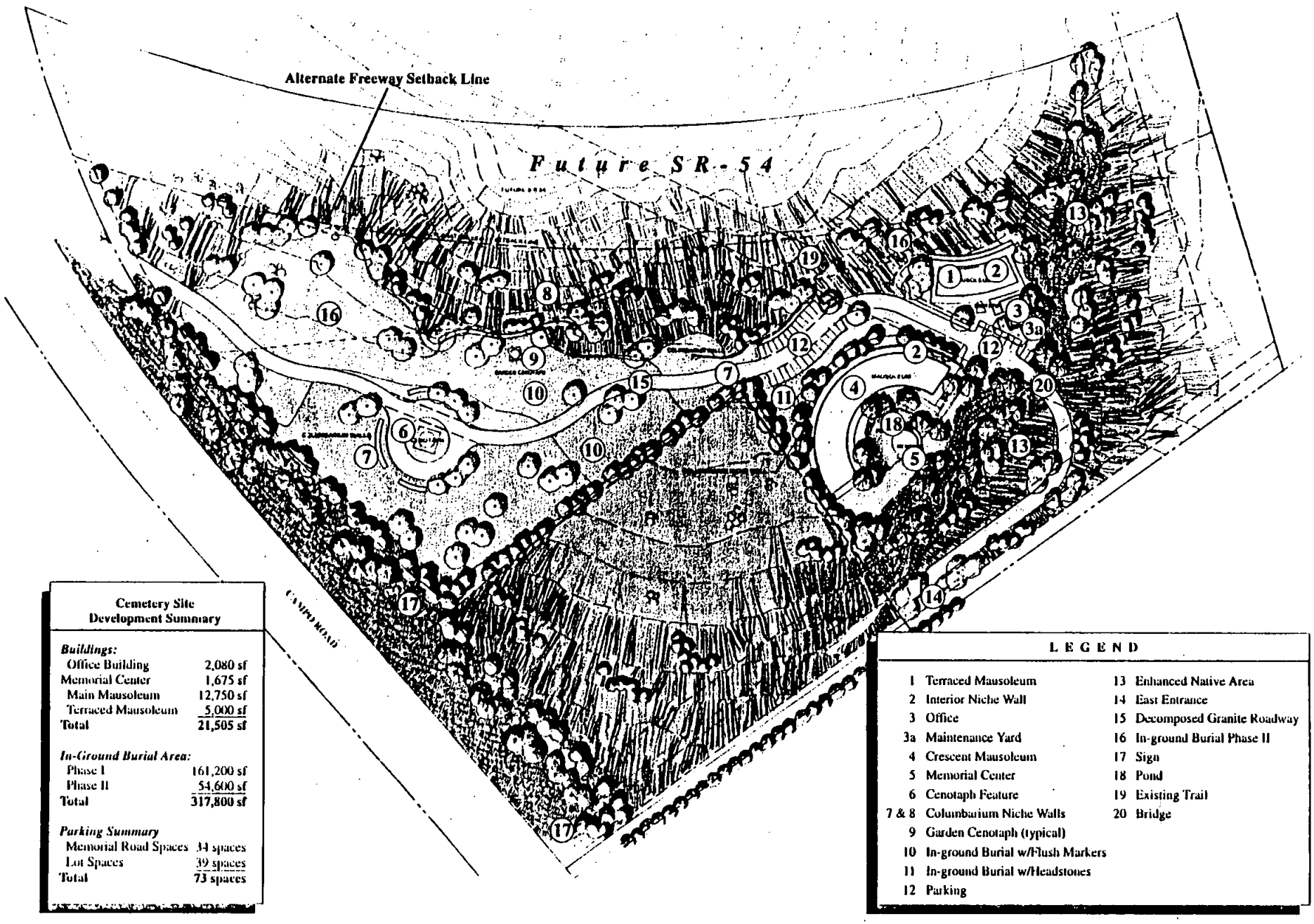
Proposed Church Landscape Plan (Phase II) — Figure 2.4-7

cemetery on 8.1 acres zoned M52 and located north of Campo Road and east of future SR-54. The remainder of Lot 2 is proposed for open space (6 acres) and an Irrevocable Offer to Dedicate (IOD) right-of-way for future SR-54 (6.2 acres). The cemetery area (zoned M52) also has a "D" designator on it to ensure site design consistent with the Rancho San Diego Design Guidelines. These criteria are incorporated into the Major Use Permit review, eliminating the need for subsequent review and approval of a site plan for the cemetery.

As shown in Figure 2.4-8, the southerly portion of the proposed cemetery, located closest to Campo Road, would be developed with approximately 5 acres of lawn area for in-ground burials, garden cenotaph structures and columbarium walls. No interments or improvements are proposed within the setback from Campo Road to allow for the potential future widening of Campo Road to 8 lanes, as discussed in the 8-Lane Campo Road Transportation Alternative (Appendix B). A maximum of five garden cenotaph structures are proposed not to exceed 20' by 20' with a maximum height of 8 feet. Three retaining walls faced with columbarium walls for urn storage are proposed within and adjacent to the lawn area. These walls would range from three to ten feet in height and have a combined total length of 615 feet.

The northerly portion of the cemetery would include four buildings consisting of a total of 21,255 square feet, as summarized in Figure 2.4-8. The cemetery buildings would be developed in a similar architectural style as the proposed church campus and would have a maximum height of 28 feet. The predominant materials would include clay tile roofs, concrete and stucco of the Spanish Mediterranean style. Polished granite, marble and polished limestone fronts would be used as stone memorialization surfaces on the mausoleum buildings, cenotaphs and curved columbarium walls. The main mausoleum would be a crescent-shaped structure developed around a pond and memorial center consisting of a covered open plaza (Figure 2.4-9). The smaller mausoleum would be terraced into the hillside. Columbarium or mausoleum walls on the face of retaining walls, with heights ranging from 3 to 21 feet, are proposed parallel to both mausoleums. Figure 2.4-10 shows the location, height and length of the columbarium and mausoleum walls within the cemetery.

Initial development of the cemetery would include the office building, memorial center and general site improvements including streets, roads, bridge, retaining walls, signage and landscaping. Future improvements would be developed incrementally based on demand and include the main mausoleum, terraced mausoleum, garden cenotaphs, and columbarium walls. In addition, in-ground burials are proposed in two phases to accommodate the ultimate design for future SR-54. The Phase II interment area includes land within a supplemental SR-54 setback which could be needed as additional SR-54 right-of-way to accommodate the SR-94/SR-54 interchange. The applicant is proposing that no Phase II interments occur until 15 years from approval of MUP 95-001 or until the County determines that the area will not be required for additional SR-54 right-of-way, whichever comes first.



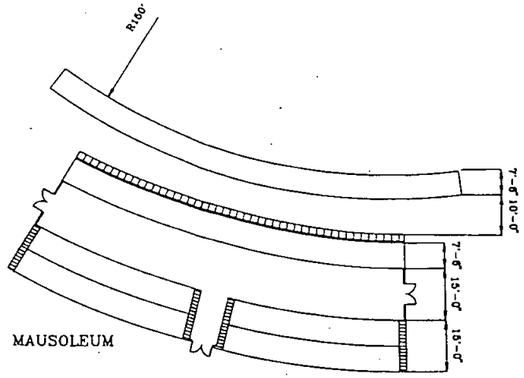
Cemetery Site Development Summary

Buildings:	
Office Building	2,080 sf
Memorial Center	1,675 sf
Main Mausoleum	12,750 sf
Terraced Mausoleum	5,000 sf
Total	**21,505 sf**
In-Ground Burial Area:	
Phase I	161,200 sf
Phase II	54,600 sf
Total	**317,800 sf**
Parking Summary	
Memorial Road Spaces	34 spaces
Lot Spaces	39 spaces
Total	**73 spaces**

LEGEND

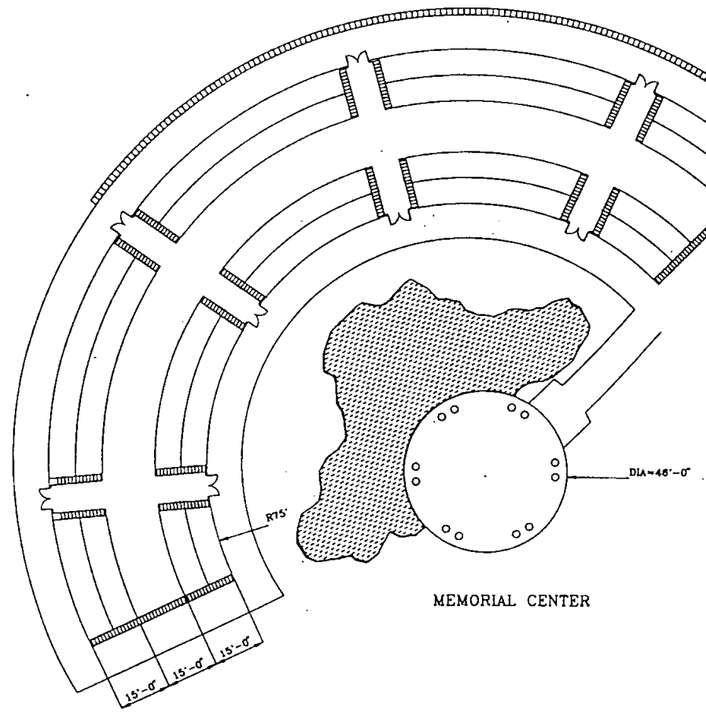
1 Terraced Mausoleum	13 Enhanced Native Area
2 Interior Niche Wall	14 East Entrance
3 Office	15 Decomposed Granite Roadway
3a Maintenance Yard	16 In-ground Burial Phase II
4 Crescent Mausoleum	17 Sign
5 Memorial Center	18 Pond
6 Cenotaph Feature	19 Existing Trail
7 & 8 Columbarium Niche Walls	20 Bridge
9 Garden Cenotaph (typical)	
10 In-ground Burial w/Flush Markers	
11 In-ground Burial w/Headstones	
12 Parking	

Proposed Cemetery Conceptual Site Plan — Figure 2.4-8



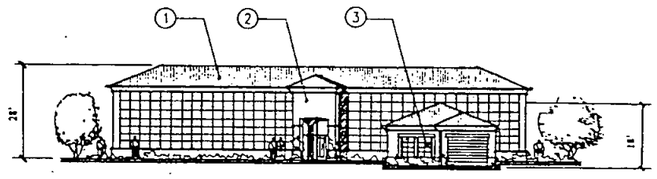
MAUSOLEUM

OFFICE

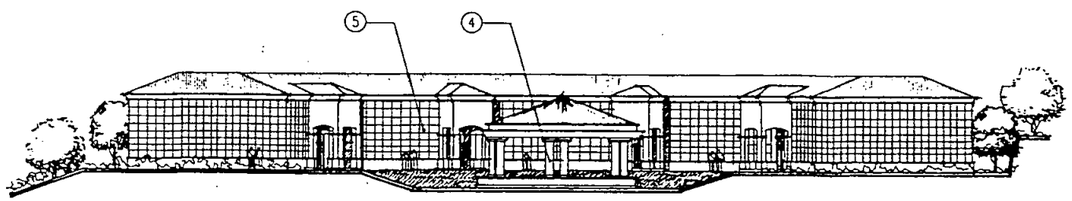


MEMORIAL CENTER

MAUSOLEUM



MAUSOLEUM OFFICE



MEMORIAL CENTER MAUSOLEUM

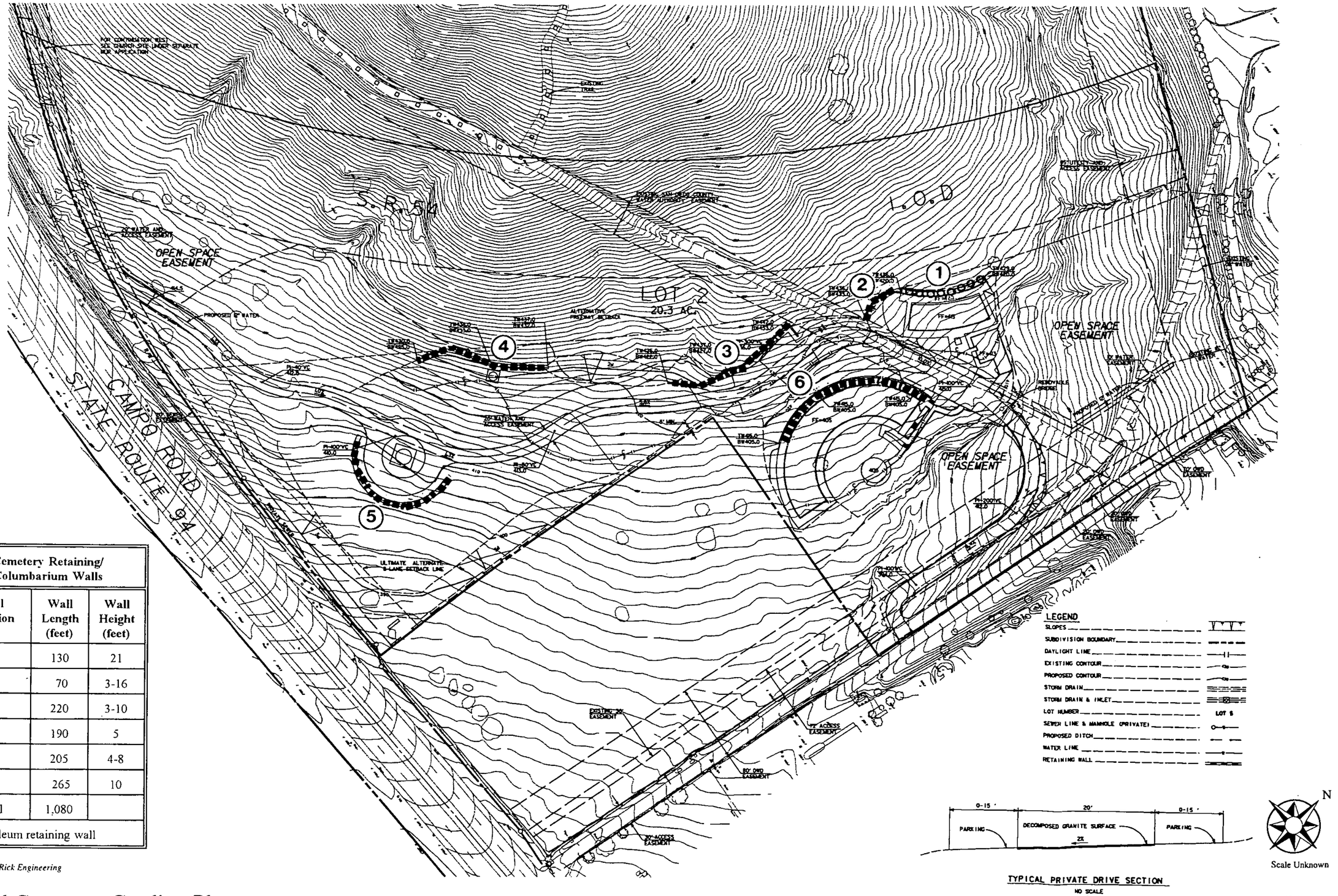
MATERIALS LEGEND

1 TILE ROOF
2 EXTERIOR PLASTER
3 TINTED GLAZING
4 PRECAST CONCRETE COLUMNS
5 POLISHED GRANITE

PLANS & ELEVATIONS

Source: Converse Architecture

Proposed Mausoleums — Figure 2.4-9



Cemetery Retaining/ Columbarium Walls		
Wall Location	Wall Length (feet)	Wall Height (feet)
1*	130	21
2	70	3-16
3	220	3-10
4	190	5
5	205	4-8
6*	265	10
Total	1,080	
*Mausoleum retaining wall		

Source: Rick Engineering

Proposed Cemetery Grading Plan

Figure 2.4-10

Grading

The proposed grading plan for the cemetery area is shown in Figure 2.4-10. A total of 20,000 cubic yards of balanced cut and fill is proposed to develop the cemetery. Grading for the entire cemetery would be completed prior to construction of cemetery facilities. Grading and manufactured slopes would be minimized by the use of columbarium walls constructed as retaining walls. An eight-foot-high 2:1 cut slope would extend for approximately 150 feet along the western portion of the cemetery.

Circulation/Parking

Access to the proposed cemetery would be provided from Campo Road via the OWD access road along the eastern edge of Lot 2 and the adjacent County-owned parcel. In addition, direct access to the cemetery from the proposed church would be provided from the church's east entrance via an on-site roadway north of Campo Road located within a 20' water and access easement.

The on-site, 20-foot-wide roadway within the cemetery would be constructed using decomposed stabilized granite material with 6-inch flush curbing to control erosion. This roadway design provides the least intrusive improvements consistent with access needs. A wooden bridge structure is planned where the entry road crosses an existing drainage structure in the County Water Authority Easement. Parking would be provided along the side of the cemetery road (34 spaces) and in parking lots (39 spaces).

Landscaping

Six acres adjacent to the cemetery within Lot 2 are proposed as open space. An open space easement is included for this area in the proposed tentative map and the area is proposed to be rezoned to S80. The open space areas would be landscaped with native species, including coast live oak, engelmann oak, manzanita, mountain lilac, toyon, California scrub oak, monkey flower, laurel sumac, sugar bush, San Diego sunflower, lemonadeberry and native groundcover species, to provide connectivity with adjacent open space areas (Figure 2.4-11). In addition to the aesthetic value of this native planting, the natural areas would accommodate the movement of birds from the Campo Creek area northerly toward natural areas in Damon Lane Park, as discussed in Section 4.3, Biology. The riparian vegetation within the drainage in the northerly portion of Lot 2 is proposed to be enhanced by the proposed cemetery landscaping plan. This open space concept was developed as a coordinated effort between staff of the County DPLU, the U.S. Fish and Wildlife Service, and the California Department of Fish and Game. A landscape buffer is proposed adjacent to Campo Road.

Amendment to the Rancho San Diego Specific Plan

An amendment to the Rancho San Diego Specific Plan (RSDSP) (SPA 94-001) is being concurrently processed to change the specific plan land use designations within the project area

to be consistent with the proposed MUP modification for the church and the proposed MUP for the cemetery. In general, the specific plan amendment involves shifting the location of the institutional use (I) within the Skyline Wesleyan Church ownership from the ridgetop to the new proposed location of the church adjacent to Campo Road, reducing the amount of Employment Center (E-1) area from 24.7 acres to 8.1 acres and increasing the amount of Open Space Upland Habitat from 58.7 acres to 60.6 acres. The relocated institutional use area would be designated as I-2 to distinguish it from the remaining I-1 area on the ridge owned by the OWD. A Park and Ride facility shown on the Rancho San Diego Specific Plan Land Use Plan in the eastern portion of the project area is proposed to be relocated to the western portion within the proposed church's parking lot. No changes to the 7.8-acre Open Space Riparian Habitat area south of Campo Road and east of Jamacha Boulevard are proposed as part of the amendment to the Rancho San Diego Specific Plan. The proposed amendments to the RSDSP are illustrated and summarized in Figure 2.4-12.

Rezonings

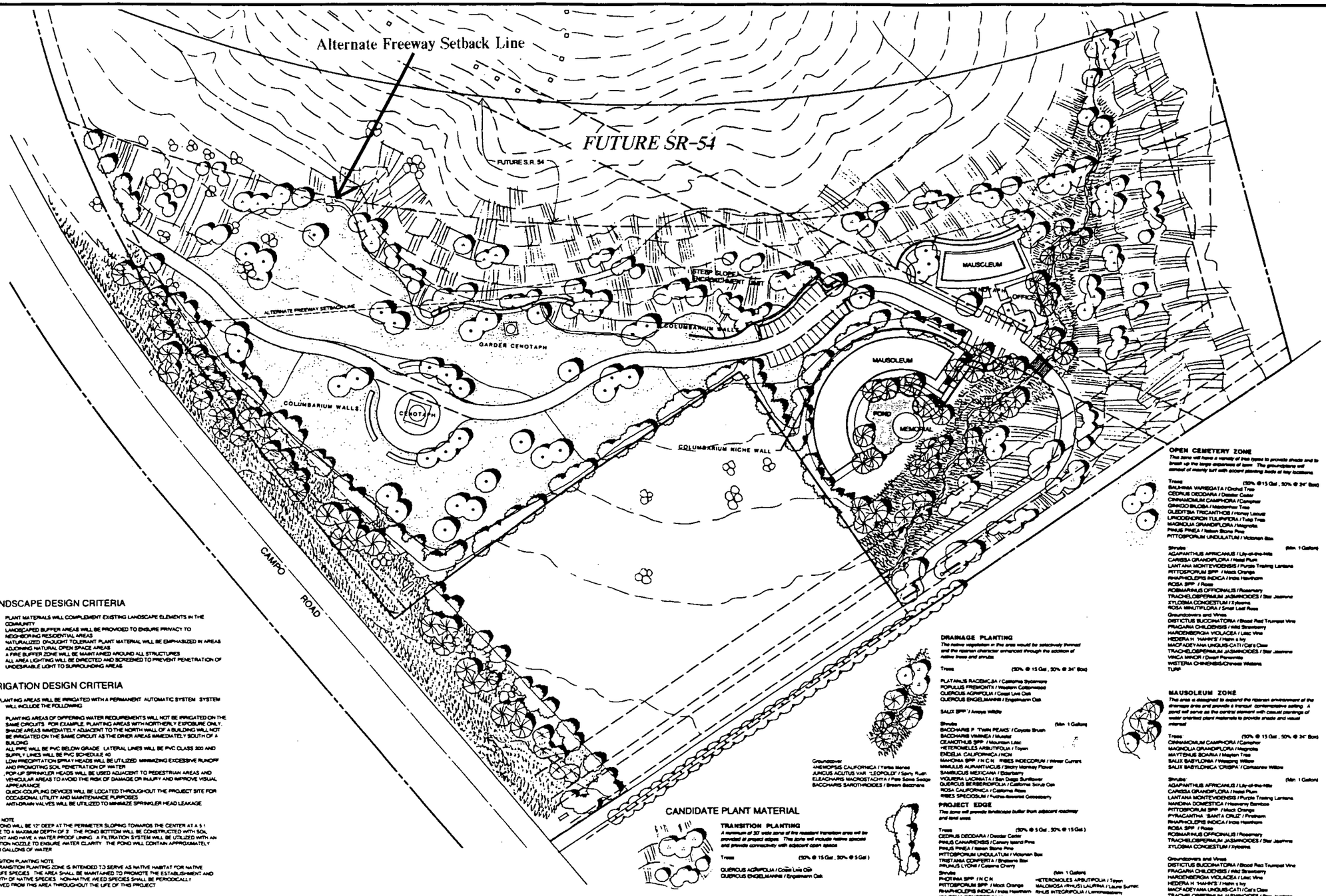
Several rezonings or zone reclassifications (R 94-005) are proposed to make the zoning within the project area consistent with the proposed MUP modification, MUP for the cemetery and amendment to the RSDSP. In general, the area of the proposed church complex would be rezoned to S88 (Specific Plan) and the remainder of the parcel north of Campo Road would be rezoned to S80 (Open Space) except for the alignment of SR-54 which would remain S94 (Transportation and Utility Corridor) and 8.1 acres, east of future SR-54, which would remain M52. The proposed rezonings would eliminate 18.2 acres of S94 zone north of Campo Road in the western portion of the site and would eliminate 16.6 acres of M52 zone north of Campo Road in the eastern portion of the site. No rezonings are proposed for the property located south of Campo Road. The proposed rezonings are illustrated and summarized in Figure 2.4-13.

Tentative Map

The proposed tentative subdivision map (TM 5059) would cover the entire 114.2-acre project area, creating five lots (Figure 2.4-14) including one lot north of Campo Road and west of future SR-54 for the church (Lot 1), one lot north of Campo Road and east of the westerly right-of-way for future SR-54 for the proposed cemetery (Lot 2), an open space lot south of Campo Road and east of Jamacha Boulevard (Lot 3), an open space lot south of Campo Road and west of Jamacha Boulevard (Lot 4), and a separate lot for the existing SDG&E substation (Lot 5).

Utilities

Water would be supplied to the project by constructing a 12-inch water line from an existing Otay Water District 16-inch line at the northeastern corner of the site. The new 12-inch public water line would be constructed in a water line easement through the cemetery and church parking lot and north through property owned by Otay Water District to a second point of connection in an Otay Water District water line which serves Via Escuda residents.



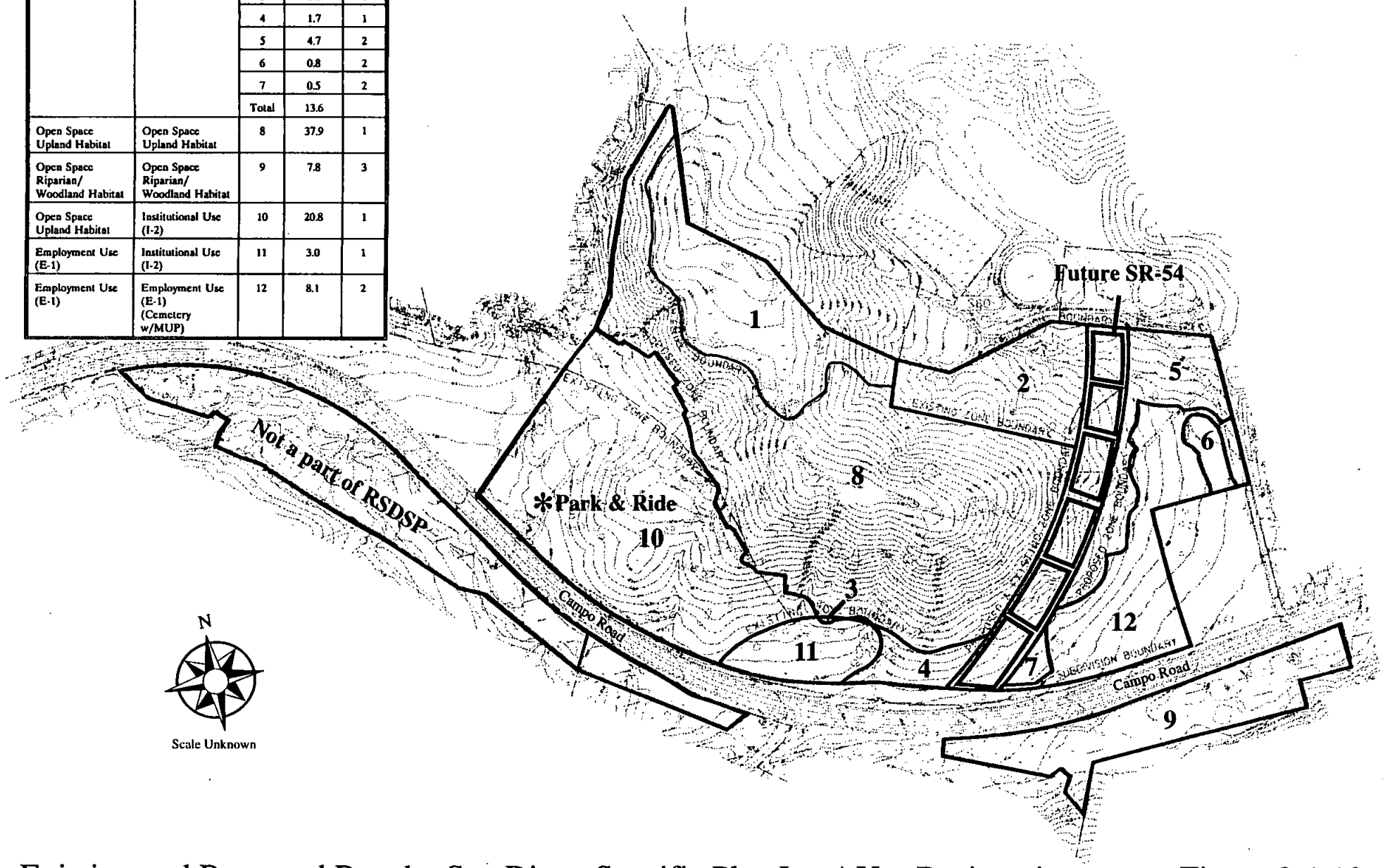
Source: Ridge Landscape Architects

Proposed Cemetery Landscape Plan

Figure 2.4-11

Existing LUD	Proposed LUD	Area	Acreage	Lot #
Institutional Use (I-1)	Open Space Upland Habitat	1	9.1	1
Employment Use (E-1)	Open space Upland Habitat	2	5.8	1
		3	0.1	1
		4	1.7	1
		5	4.7	2
		6	0.8	2
		7	0.5	2
		Total	13.6	
Open Space Upland Habitat	Open Space Upland Habitat	8	37.9	1
Open Space Riparian/ Woodland Habitat	Open Space Riparian/ Woodland Habitat	9	7.8	3
Open Space Upland Habitat	Institutional Use (I-2)	10	20.8	1
Employment Use (E-1)	Institutional Use (I-2)	11	3.0	1
Employment Use (E-1)	Employment Use (E-1) (Cemetery w/MUP)	12	8.1	2

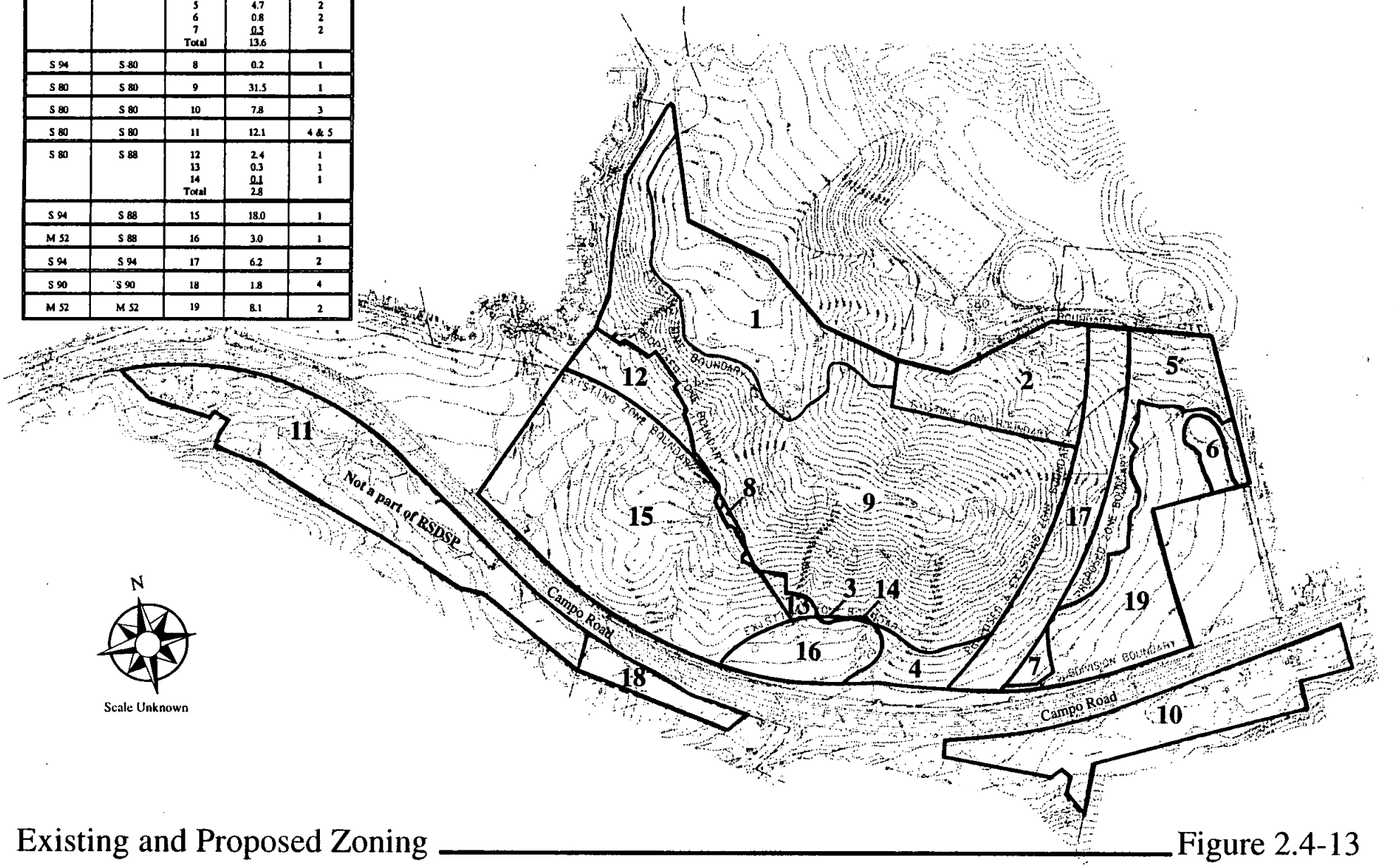
PROJECT SPECIFIC PLAN AREA TABULATION (Acres)					
	I-1	I-2	E-1	OPEN SPACE	
				UPLAND HABITAT	RIPARIAN/WOODLAND
EXISTING	9.1	0.0	24.7	58.7	7.8
PROPOSED	0.0	23.8	8.1	60.6	7.8



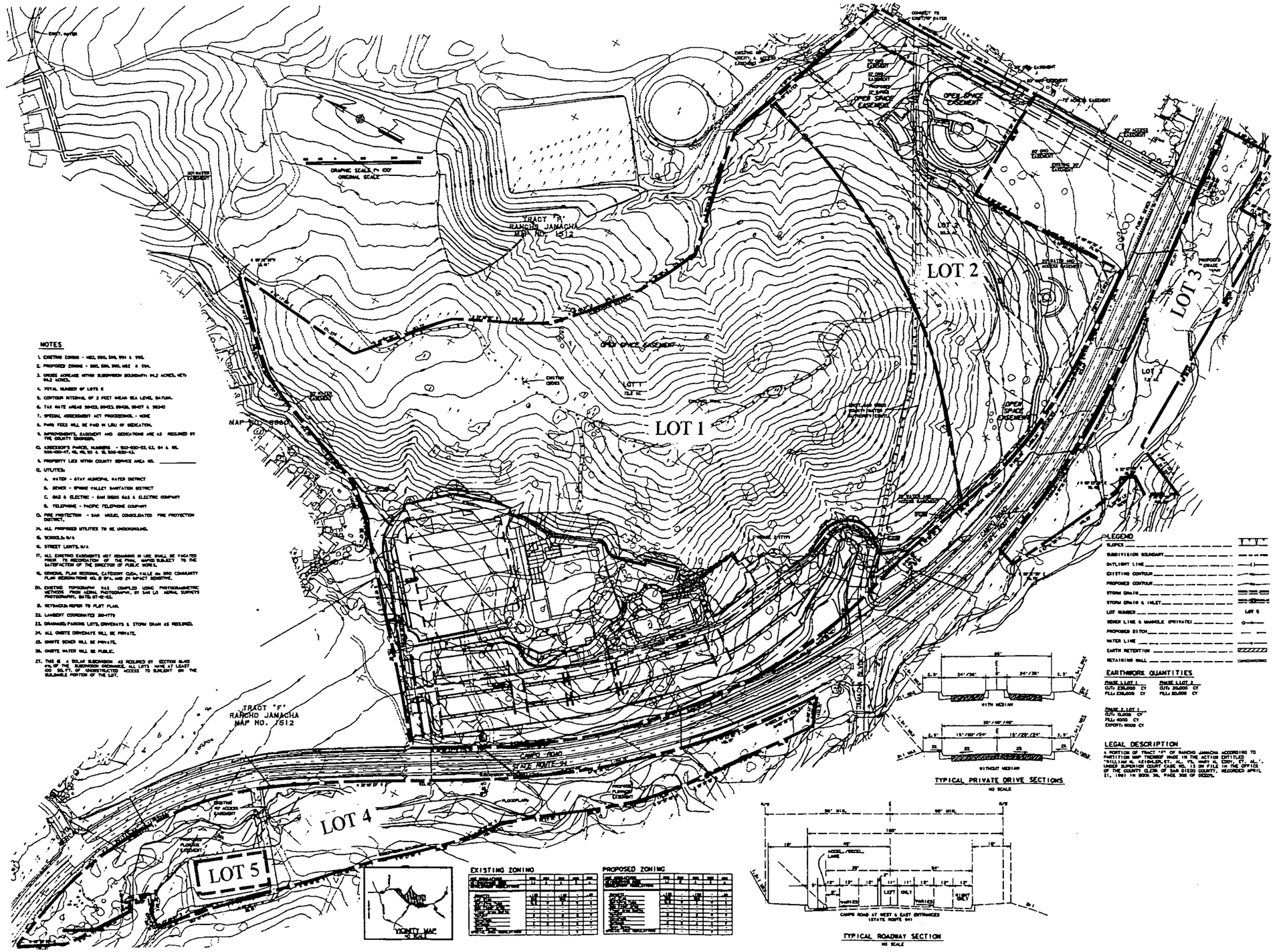
Existing and Proposed Rancho San Diego Specific Plan Land Use Designations ____ Figure 2.4-12

Existing and Proposed Zoning				
Existing Zone	Proposed Zone	Area	Acreage	TM Lot #
S 88	S 80	1	9.1	1
M 52	S 80	2 3 4 5 6 7 Total	5.8 0.1 1.7 4.7 0.8 0.5 13.6	1 1 1 2 2 2
S 94	S 80	8	0.2	1
S 80	S 80	9	31.5	1
S 80	S 80	10	7.8	3
S 80	S 80	11	12.1	4 & 5
S 80	S 88	12 13 14 Total	2.4 0.3 0.1 2.8	1 1 1
S 94	S 88	15	18.0	1
M 52	S 88	16	3.0	1
S 94	S 94	17	6.2	2
S 90	S 90	18	1.8	4
M 52	M 52	19	8.1	2

PROJECT ZONING TABULATION (Acres)					
	S80	S88	S90	S94	M52
EXISTING (AC)	54.2	9.1	1.8	24.4	24.7
PROPOSED (AC)	74.3	23.8	1.8	6.2	8.1



Existing and Proposed Zoning Figure 2.4-13



Source: Rick Engineering

Proposed Tentative Map — Figure 2.4-14

Sewer service would be supplied to the project by extending the existing public sewer line about 320 feet westerly along the north side of Campo Road, where a connection would be made to the proposed onsite sewer system.

It is anticipated that electric service would be obtained from the SDG&E Jamacha substation. Alternatively, SDG&E may choose to provide power from an existing or new transformer on circuit 91, south of the substation. The connecting wiring would be installed underground to the project site main transformer, which would be located in the landscaped area between the parking lot and administration building near the fire access ramp. , Gas service would be provided by connecting to the existing SDG&E gas line at the intersection of Campo Road and Jamacha Boulevard.

SR-54

SR-54 is planned as a six-lane expressway through the project area, between the proposed church complex and cemetery area, the alignment of SR-54 would be east of the Campo Road/Jamacha Boulevard intersection and run northeasterly between the proposed church and cemetery. Future construction of SR-54 is not needed to serve the proposed project and, therefore, construction of SR-54 is not the responsibility of the project applicant. Therefore, it is not included as part of the proposed project. The proposed project includes an irrevocable offer to dedicate 166' for the SR-54 right-of-way within the project area. In addition, MUP 95-001 for the proposed cemetery includes phasing to protect area that could be required as additional right-of-way to accommodate the SR-94/SR-54 interchange. This supplemental SR-54 setback area is designated as the Phase II portion of in-ground burial area. The applicant is proposing that no Phase II interments occur until 15 years from approval of MUP 95-001 or until the County determines that the area will not be required for additional SR-54 right-of-way, whichever occurs earlier.

Offsite Improvements

Offsite improvements associated with the proposed project include constructing approximately 1,000 feet of a 12-inch water connection from the northwestern corner of the site to Via Escuda. The existing public sewer line would be extended about 310 feet westerly along the north side of Campo Road. In addition, energy dissipation structures would be added to existing drainage structures south of Campo Road. Offsite improvements to Campo Road/SR-94 are discussed in the following section.

Campo Road/SR-94 Improvements

As discussed in the description of the church's circulation/parking (Section 2.4) and in the Traffic and Circulation section of this EIR (Section 4.4), several offsite improvements are required within the Campo Road/SR-94 right-of-way adjacent to the project site. Figure 2.4-5 illustrates the proposed improvements to Campo Road/SR-94 which will require approval of an encroachment permit from Caltrans. This EIR contains analysis of the potential environmental impacts

associated with the proposed traffic improvements described below within the offsite Caltrans right-of-way. As such, it will be used by Caltrans for environmental clearance under the National Environmental Protection Act (NEPA). Specifically, this document is intended to serve as the basis for approval of a Categorical Exclusion for the required Caltrans improvements, in accordance with NEPA. Improvements to Campo Road would include adding a fourth leg on the north side of the existing signalized intersection of Campo Road and Jamacha Boulevard. This fourth leg would form the east entrance for the proposed church. Acceleration and deceleration lanes would be provided east and west of both driveways into the church. East of each driveway, Campo Road would be widened on the north side to provide a 400-foot-long transition and deceleration lane. West of each driveway, Campo Road would be widened to provide a 600-foot-long acceleration and transition lane for westbound traffic. In addition, dual left-turn lanes from eastbound Campo Road into the church would be provided at both proposed entrances to the church.

2.5 Comparison of the Approved and Proposed Project

The proposed project is a modification of the Skyline Wesleyan Church project that was approved by the Board of Supervisors in 1991. The proposed modification would shift the location of the church complex from the ridgeline to the southwestern portion of the site adjacent to Campo Road, reduce the size of the proposed church facilities from 345,000 square feet to 172,250 square feet, and reduce the parking from 3,550 to 1,924 spaces. A comparison of the approved and proposed project is summarized in Table 2.5-1

The proposed modification to the church complex would also change the architectural style of the church from one large "mall style" structure to a "campus style" comprised of several separate buildings. The approved project contained a majority of the public spaces within an overhead structure. The revised design would consist of six separate buildings fitted into the landform by developing the campus on three separate levels. Open, landscaped plazas would connect the buildings. The maximum height of the buildings would remain 60 feet in height, but the highest building roof would be located 100 feet below the ridgeline, preserving the visually prominent ridgeline in natural open space and reducing the visibility of the proposed church from the surrounding community. Also, the height of the proposed cross/steeple would be reduced. The approved project allows development of an 80-foot-high cross on top of the 60-foot-tall building. The modified project proposes three ground-mounted crosses at a maximum height of 38 feet.

The proposed changes in the church complex would reduce the area to be impacted by church development from 47.4 acres to 24.8 acres. The grading required to develop the church campus would also be reduced from 1,660,000 to 245,000 cubic yards of excavation.

The approved project includes 24.7 acres of land zoned for industrial development. The proposed project would reduce the amount of industrial acreage within the project area to 8.1 acres located east of future SR-54. An MUP is being processed as part of the proposed project to allow development of a cemetery within the 8.1 acres industrial area. The other 16.6 acres of industrial

TABLE 2.5-1
Comparison of the Approved and Proposed Project

Use		Adopted MUP 88-039	Proposed MUP Modification P88-039W and Proposed MUP P95-001
CHURCH COMPLEX			
Buildings			
Chapel Facility		10,300sf	6,500sf
Worship Center		76,625sf	70,100sf
Administration Center		33,000sf	14,250sf
Children's Learning Center		40,000sf	23,900sf
Adult Education & Leadership Training Center		60,000sf	26,200sf
Fellowship Center		69,000sf	30,900sf
Fellowship Atrium Plaza		56,000sf	-0-
Information Kiosk		-0-	400sf
	Total	344,925sf	172,250sf
Parking			
Surface Parking		2,185 cars	1,417 cars
Structured Parking		1,365 cars	491 cars
	Total	3,550 cars	1,908 cars
CEMETERY			
Buildings			
Memorial Center		0	1,675sf
Mausoleums		0	17,500sf
Office Building		0	2,080sf
	Total	0	21,255sf
Parking			
Street Parking		0	34 cars
Lot Parking		0	39 cars
	Total	0	73 cars
LIGHT INDUSTRIAL		24.7 acres	8.1 acres
GRADING/DISTURBANCE			
Volume of Excavation		1,660,000* cubic yards	265,000 cubic yards
Area of Disturbance		47.4 acres**	32.9 acres
PROJECT AREA		207 acres	114.2 acres

* Includes church parking, SR-54, future industrial areas and OWD facilities related to the approved church MUP.
** Includes church parking on OWD property.

land would be redesignated as open space (13.6 acres) and a portion of the relocated church (3 acres). As part of the proposed revised project, the OWD property would be deleted from the MUP and project area, reducing the size of the project area from 207 to 114.2 acres. The boundaries of the project area located south of Campo Road are reduced in size from the approved project to more accurately reflect the property boundaries and to delete the Campo Road right-of-way . The revised project includes a total of 21.7 acres located south of Campo Road. The area south of Campo Road is not being included as part of the modified MUP 88-039 but is to be included as three lots of the proposed tentative map. No additional development south of Campo Road is proposed in the approved project, nor is any proposed in the revised project. A comparison of the environmental impacts of the approved and proposed project are provided in the Alternatives Section, Development Under the Approved MUP 88-039 (Section 6.3).

2.6 Discretionary Actions

This EIR is intended to cover all approvals, actions and determinations to implement the proposed Skyline Wesleyan Church project. Adoption and/or approval of the proposed MUP modification for the church, MUP for the cemetery, specific plan amendment, rezones, tentative subdivision map, grading permits and building permits will be required by the County of San Diego prior to church and cemetery development.

The proposed project would also require state and federal agency discretionary approvals. As previously discussed, proposed transportation improvements within the Campo Road/SR-94 right-of-way would require approval of an encroachment permit by Caltrans. Because any development onsite would result in the discharge of stormwater runoff into the downstream storm drain system, a National Pollutant Discharge Elimination System (NPDES) Permit is required from the California Regional Water Quality Control Board (RWQCB).

Since the proposed project would result in "take" of the coastal California gnatcatcher, as defined by the federal Endangered Species Act (ESA), this loss would require full compensation to the satisfaction of the California Department of Fish and Game (CDFG) and U.S. Fish and Wildlife Service (USFWS). Approval of biological mitigation plans would be achieved through initiation of Section 7 Consultations, approval of a Habitat Loss Permit by the County of San Diego under Rule 4(d), issuance of a Section 10(a) Permit from the USFWS or other comparable approval.

Future grading and construction of storm drain facilities may result in the placement of fill material into existing drainages onsite. For those drainages which are identified on the U.S. Geological Survey (USGS) maps as "blue-line" streams, future construction may require a CDFG Streambed Alteration Agreement pursuant to Section 1603 of the California Clean Water Act (CWA). The discharge of fill material from future roadway construction would also require issuance of a Section 404 Permit from the U.S. Army Corps of Engineers if the total amount of discharge is greater than one acre.

The proposed and discretionary actions, and responsible agencies required to implement the discretionary actions, are listed in Table 2.6-1.

TABLE 2.6-1
Discretionary Actions

Proposed Action	Discretionary Action	Responsible Agency
Provide comprehensive review of the proposed church development (Figure 2.4-1)	Major Use Permit Modification (P88-039-W)	County of San Diego
Provide comprehensive review of the proposed cemetery (Figure 2.4-8)	Major Use Permit (P95-001)	County of San Diego
Amend the Rancho San Diego Specific Plan to shift the location of institutional and open space areas, and reduce employment uses (Figure 2.4-12)	Specific Plan Amendment (SPA 94-001)	County of San Diego
Change existing zoning designations (Figure 2.4-13)	Rezone (R94-005)	County of San Diego
Create specific lots for the proposed church, cemetery and open space areas (Figure 2.4-14)	Tentative Subdivision Map (TM 5059)	County of San Diego
Proposed and future site grading	Grading Permit	County of San Diego
Discharge of runoff	NPDES Permit	San Diego Regional Water Quality Control Board
"Take" of the coastal California gnatcatcher, as defined by the federal ESA	"Habitat Loss Permit under Section 4(d)	County of San Diego, subject to review and concurrence by U.S. Fish and Wildlife Service
Possible discharge of fill material into "waters of the U.S.", as defined by the federal CWA, due to potential grading and storm drain facilities within natural drainage	Nationwide Permit, if less than one acre of discharge; or Section 404 Permit, if greater than one acre of discharge	U.S. Army Corps of Engineers
Possible storm drain facilities within "blue-line" streams, as identified on USGS maps	Section 1603 Streambed Alteration Agreement	California Department of Fish and Game
Improvements within Campo Road/SR-94 right-of-way	Encroachment Permit	Caltrans
Relocate water lines	Agency Approval	County Water Authority

3.0 ENVIRONMENTAL SETTING

3.1 Onsite Environment

The proposed Skyline Wesleyan Church (SWC) project site is located in the south central section of San Diego County about 20 miles east of downtown San Diego. The site is adjacent to Campo Road/SR-94, a busy four-lane road. The major part of the SWC site, about 92 acres, is located to the north of the road.

The land north of Campo Road is hillside topography, rising from roadway elevation of about 450 feet above Mean Sea Level (MSL) to a series of ridges about 700 feet above MSL. Development of the SWC campus is proposed for the southwest portion of the main site, with ground elevations about 500-550 feet above MSL. The proposed campus site is presently undeveloped and relatively undisturbed. Vegetation is primarily Diegan coastal sage scrub and ruderal. Diegan coastal sage scrub is a regionally important habitat that is considered sensitive by several resource agencies because it is habitat for a number of sensitive species. A more detailed discussion of Diegan coastal sage scrub is provided in Section 4.3, Biology. There are some rock outcrops at about the 600-foot elevation, running from the northwesterly portion of the site to the central area. In the northern part of the site, at the highest elevations, is an area where vegetation was disturbed in 1992. The east end of the site, proposed for development of a future cemetery, is undeveloped. Vegetation is mostly non-native, evidence of prior disturbance.

A 50-foot-wide County Water Authority easement is located within the parcel north of Campo Road beginning near the intersection with Jamacha Boulevard and extending northeasterly to the northeastern corner of the project site. In addition, several Otay Water District easements are located along the easternmost 110 feet within proposed Lot 2 and extend offsite to the south through the County-owned undeveloped parcel to Campo Road.

The part of the project site south of Campo Road, which is not proposed for project development, is comprised of two relatively narrow strips paralleling the road, with an area of about 22 acres. The land contains a portion of Campo Creek, a tributary of the Sweetwater River. The creek is about 10 feet below the road. Vegetation in the area of the creek is riparian woodland, with sycamore trees along the creek growing up to the elevation of the road. South of the creek is Diegan coastal sage scrub. On the west end of the site, south of the creek, is a 1.1 acre area containing an SDG&E substation.

The land north of Campo Road which is proposed for development is designated as 21 Specific Plan Area in the Valle de Oro Community Plan and is also part of the Rancho San Diego Specific Plan. The area south of Campo Road that is not proposed for any development is designated as 24 Impact Sensitive in the Valle de Oro Community Plan. As discussed in detail

in Section 4.1, Land Use, an amendment to the Rancho San Diego Specific Plan and zone changes are required to implement the proposed project.

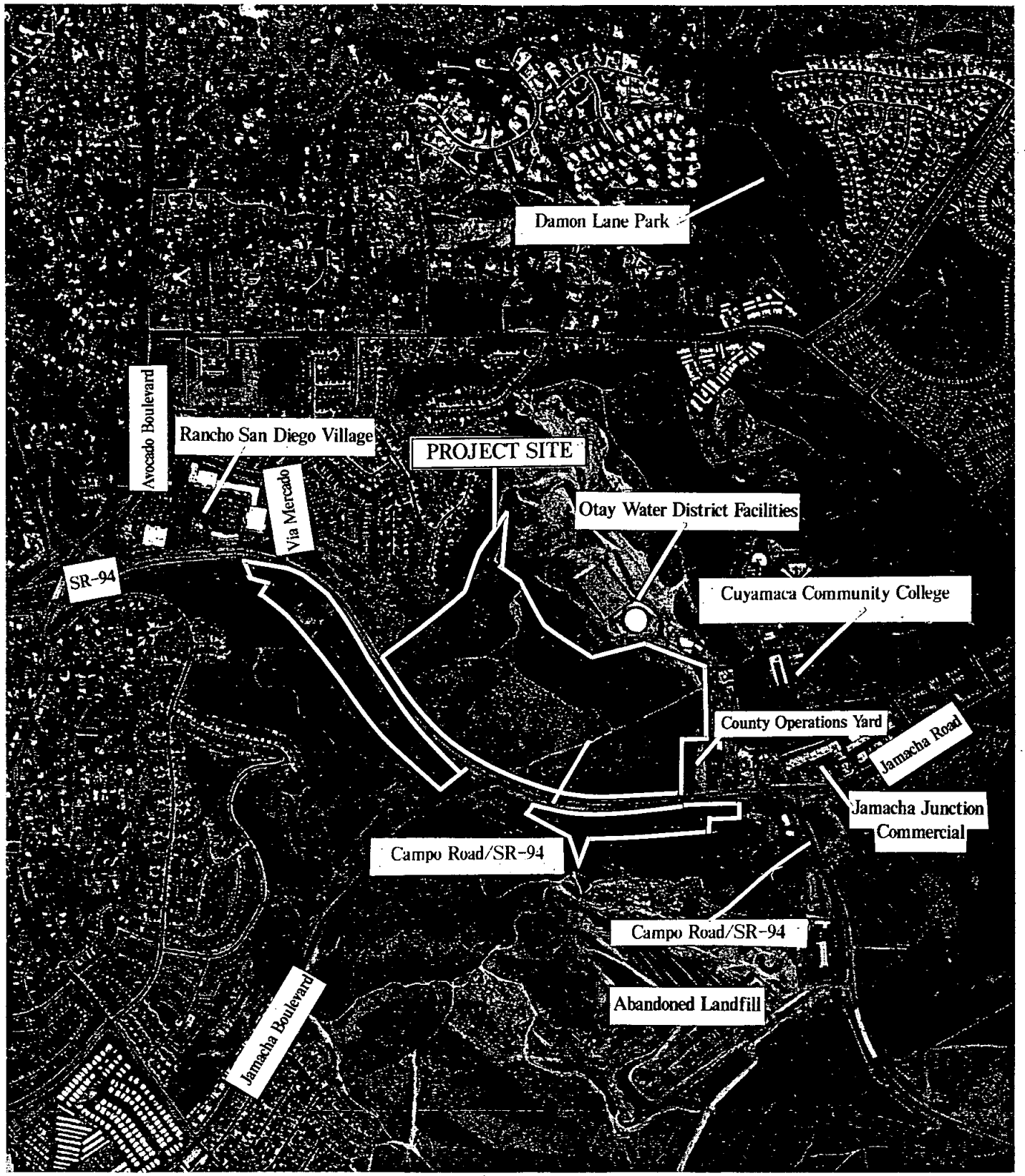
The alignment of future SR-54 extends northerly through the portion of the project site located north of Campo Road, separating the proposed church and cemetery developments. SR-54 is designated as a six-lane expressway north of Campo Road in the County of San Diego's Circulation Element. Construction of SR-54 within the project area is not part of the proposed project, but rather may be completed by others in the future.

The project site is located within the Valle de Oro community planning area, and is included, except for the area south of Campo Road and west of Jamacha Boulevard, in the Rancho San Diego Specific Plan.

3.2 Offsite Environment

The land to the west of the project site contains both undeveloped land and some residences. Moving westerly, the residences become denser, transitioning into the Rancho San Diego Village commercial area bounded by Via Mercado, Campo Road and Avocado Blvd. North of the project site is highly disturbed land owned by Otay Water District (OWD), which contains above-ground water reservoirs. Additional reservoirs are planned. Part of the OWD land is included in the existing MUP, but is not a part of the proposed project and is proposed to be deleted from MUP 88-039. To the east of the site, along Campo Road, is an undeveloped parcel owned by the County of San Diego, and a County equipment maintenance yard. Further east, where Campo Road intersects Jamacha Road, is the Jamacha Junction strip commercial development, multi-family housing, and entrance roads to Cuyamaca College.

South and southeast of the project site are undeveloped steep hillsides. On the top of the hills to the south are residences which would overlook the project site. Right-of-way has been acquired by Caltrans south of Campo Creek for future construction of SR-94. The intersection of Campo Road and Jamacha Boulevard, located adjacent to the southcentral portion of the site, is currently signalized. East of Jamacha Boulevard exists open space designated by the Rancho San Diego Specific Plan, future single-family development within Campo Village North and the former landfill owned by the County of San Diego. However, if the proposed acquisition from the Resolution Trust Corporation of the remaining undeveloped portions of Rancho San Diego (approximately 2,000 acres) is successfully executed, the areas currently designated for future development of single family homes would not occur and instead would remain as open space, potentially as a National Wildlife Refuge. The surrounding land uses are shown in the aerial photograph of the project site and surrounding area (Figure 3.2-1).



Source: Aerial Fotobank, Date Flown 1991

Aerial Photograph Figure 3.2-1

4.0 ENVIRONMENTAL ANALYSIS

4.1 Land Use/Community Character

Existing Conditions

Onsite Uses

The 114.2-acre project area is currently vacant except for an existing SDG&E substation located south of Campo Road in the western portion of the site, an approximately 40-foot-high cross on the ridgetop along the northern project boundary, and two Rancho San Diego community monument signs adjacent to Campo Road. Dirt trails, firebreak access and a San Diego County Water Authority access road exist within the project area. A 50-foot-wide County Water Authority easement is located within the parcel north of Campo Road beginning near the intersection with Jamacha Boulevard and extending northeasterly to the northeastern corner of the project site. In addition, several Otay Water District easements are located along the easternmost 110 feet within proposed Lot 2 and extend offsite to the south through the County-owned undeveloped parcel to Campo Road.

The majority of the project area (approximately 92 acres) is located north of Campo Road. This area is comprised of an east/west trending ridge that terminates just north of Campo Road, near the junction with Jamacha Boulevard. The northern portion of this area consists of a relatively flat area adjacent to Campo Road with slopes ascending up to the ridge top. The eastern portion is relatively level and disturbed.

Two separate parcels are located south of and parallel to Campo Road, a four-lane major road. The parcels south of Campo Road vary in width from 100 to 350 feet, include Campo Creek and associated wetlands vegetation, and total approximately 21 acres. Jamacha Boulevard and land not included within the project area separate the two parcels located south of Campo Road.

Future construction of SR-54 as a six-lane expressway is planned through the project site along the western boundary of Lot 2 of the proposed tentative map. The SR-54 interchange with SR-94 would be located above and to the east of the present Jamacha Boulevard/Campo Road intersection. The approved MUP 88-039 included a requirement for the Skyline Wesleyan Church to provide an irrevocable offer to dedicate (IOD) 166 feet for the right-of-way for future SR-54. Construction of SR-54 through the project site may be completed by others in the future, but is not included as part of the proposed project.

Surrounding Land Uses

Suburban residential development in the Valle de Oro Community Plan (VDOCP) extends to the western boundary of the project area, except for an undeveloped triangular-shaped piece of land

bounded by the project site, Campo Road and the adjacent residential development. Development immediately north of the project site consists of single-family residences (averaging 10,000 square-foot lots) and condominiums. A neighborhood shopping center (Rancho San Diego Village) exists to the northwest at the intersection of Campo Road and Via Mercado. This center includes a Von's grocery store, Longs drug store, Dixieline hardware store and smaller retail shops including restaurants, banks, and a book store. An automotive service complex is located at the intersection of Via Mercado and Calle Verde and an office supply and day care center are located in the northeast corner of Campo Road and Via Mercado.

The property adjacent to the north boundary of the site is owned by Otay Water District and is known as the Regulatory Site. This site contains major water storage and pumping facilities including two above-ground and one below-ground tanks and will be used for future expansion of its water storage facilities. The Otay Water District property immediately adjacent to the project is included in the currently approved site for the Skyline Wesleyan Church under the approved MUP 88-039. The land to the southeast, adjacent to Campo Road, includes a vacant, county-owned parcel of land, the County of San Diego's Department of Public Works Jamacha Road Maintenance Station (equipment storage yard), and commercial development at the Jamacha Junction including fast food, convenience store, pet supply, automotive and other retail stores. Cuyamaca Community College exists further to the northeast.

The area immediately south of Campo Creek and west of Jamacha Boulevard consists of undeveloped hillsides with single-family homes on the ridgetops and is part of the Spring Valley Community Plan. Acquired right-of-way for future construction of SR-94 exists immediately south of the project area. East of Jamacha Boulevard exists open space designated by the Rancho San Diego Specific Plan, future single-family development within Campo Village North and the former landfill owned by the County of San Diego. However, if the proposed acquisition from the Resolution Trust Corporation of the remaining undeveloped portions of Rancho San Diego is successfully executed, the areas currently designated for future development of single family homes would not occur and instead would remain as open space, potentially as a National Wildlife Refuge. Surrounding land uses are illustrated in the aerial photograph in Figure 3.2-1.

Community Character

Community character can be defined as: 1) those features of a neighborhood which give it an individual identity and 2) the unique or significant resources that comprise the larger community. Community character is also a function of the existing land uses and natural environmental features.

The Valle de Oro Community Plan text provides the following description of community character:

> The Valle de Oro Community Plan consists of three broad areas which are somewhat divergent in their individual character . . .. The Mt. Helix/Casa de Oro Area generally

consists of commercial and high-density residential core along Campo Road and low-density, high-income housing to the north up the slopes of Mt. Helix. To the east, the area gradually becomes more rural and agricultural in the vicinity of Jamacha Road. This community appears to be in a healthy state, and the main threat of change comes from pressures of higher-density residential development in the Mt. Helix Area and the rural agricultural area near Jamacha Road.

The Rancho San Diego Area generally consists of that portion of the community plan in the southeastern reaches of the Planning Area. It includes the Rancho San Diego, Cottonwood, and Sweetwater-Avocado Specific Planning Areas. This area presents the potential for large-scale, well-planned developments, and close scrutiny must be paid to ensure that this potential is realized to its fullest extent (VDOCP, page 4).

The Valle de Oro Community Plan states the following community character goal:

Encourage development which will lead to a community with a balance of land uses which will conserve natural and man-made resources, and which will provide a pleasant, safe environment for present and future residents of Valle de Oro (VDOCP, page 4).

Requiring landscaping, including trees, along all circulation element roads, is a community character policy and recommendation of the Valle de Oro Community Plan (VDOCP, page 5).

The community character of the project area varies. The topography and undeveloped nature of the immediate project area results in a localized character which departs from the area which surrounds the site. As shown in Figure 3.2-1, the project site occupies a corridor of open land which lies between two areas of existing suburban development. This open land extends along approximately one-mile of Campo Road between Via Mercado and Jamacha Junction. This segment of Campo Road is dominated by steep, naturally vegetated slopes, Campo Creek, Campo Road and Jamacha Road.

The community character to the west along SR-94/Campo Road is suburban, residential development with a commercial center at the intersection of Via Mercado, just west of the project site. The community character north of Campo Road and east of the project site is institutional, utility, and commercial with higher-density residential uses further east. South of Campo Road are undeveloped slopes with single family homes on the ridgeline above Campo Creek, west of Jamacha Boulevard.

Views of the project site from surrounding areas is limited by topography. The project area is most visible from Campo Road and Jamacha Boulevard. Residences to the west, at higher elevations, have views of the project area.

Relevant Plans and Policies

The following section identifies the land use plans, policies and ordinances that are relevant to the proposed project. Table 4.1-1 provides a summary of the relevant land uses and zoning discussed below for each lot of the proposed tentative map.

TABLE 4.1-1
Summary of the Existing Land Use Designations and Zoning

Area	Valley De Oro Community Plan	Rancho San Diego Specific Plan	Zoning (Use Regulation)	Approved Major Use Permit 88-039
Lot 1	21 SPA (2.2 DU/AC)	Open Space-Upland Habitat E-1 Employment Uses I-1 Institutional Uses	S-80 Open Space S-94 Transportation & Utility Corridor M-52 Limited Impact Industrial S-88 Specific Plan	Church Facility Open Space Easement Not A Part (Industrial)
Lot 2	21 SPA (2.2 DU/AC)	E-1 Employment Uses	M-52 Limited Impact Industrial	Not A Part (Industrial) Public Road Easement (SR-54)
Lot 3	21 SPA (2.2 DU/AC) RCA No. 5	Open Space - Riparian Woodland Habitat	S-80 Open Space	Open Space Easement
Lot 4	24 Impact Sensitive RCA No. 5	Not a Part	S-80 Open Space S-90 Holding Area	Open Space Easement Public Road Easement
Lot 5	24 Impact Sensitive RCA No. 5	Not a Part	S-80 Open Space	SDG&E Easement

RCA = Resource Conservation Area

County General Plan

The project site is designated a Current Urban Development Area on the County-wide Regional Land Use Element Map. The CUDA designation is applied to land that is developing or expected to develop in the near future depending upon the availability of necessary public services. Development within the CUDA is governed by the goals, objectives and policies of the adopted community plan for the area.

Campo Road/SR-94 and Jamacha Boulevard/SR-54 are designated as third priority scenic highways in the Scenic Highway Element of the General Plan. An analysis of the project's impact on scenic highways is included in Section 4.2 of this EIR (landform alteration/visual quality). The County of San Diego's General Plan Circulation Element designates SR-54 as a six-lane expressway through the eastern portion of the project site north of Campo Road.

The Conservation Element of the General Plan includes an astronomical dark sky policy to minimize the impact of development on the useful life of the Palomar and Mount Laguna Observatories in San Diego County. Light pollution is one of the chief threats to astronomical research in the nation. The increase in artificial light, produced by urbanization, is progressively deteriorating the quality of dark sky throughout San Diego County. This issue is discussed in Section 4.10, Dark Sky.

Valle de Oro Community Plan

The Valle de Oro Community Plan was adopted by the County Board of Supervisors on August 25, 1977, and last amended on May 15, 1989. The Community Plan designates the project study area for two different land use designations (Figure 4.1-1). All of the property owned by the Skyline Wesleyan Church is designated Specific Plan Area (21) with a density of 2.2 dwelling units per acre, except for Lots 4 and 5 located south of Campo Road and west of Jamacha Boulevard which are designated Impact Sensitive (24).

Conservation Criteria

The Valle de Oro Community Plan includes a section pertaining to the Rancho San Diego Specific Plan which includes conservation criteria that are relevant to the proposed project. These criteria include:

D.1 Conservation of significant natural resources as identified in the community plan (see Resource Conservation areas) through open space easement dedication, recreation uses, or by any other appropriate means.

D.3 Encourage the use of crib walls or contoured cut slopes to minimize visual impacts from grading on steep slopes.

D.5 AREA TO REMAIN UNDISTURBED. Based on the slope analysis submitted a fixed percentage of the land within each slope category shall remain undisturbed. The percent of undisturbed area required shall not be transferred from one category of slope to another, and areas devoted to roads, driveways, parking lots, patios or paved play areas shall not be included in the undisturbed area.

The minimum requirements for undisturbed areas are as follows:

Slope Categories	Minimum Percent of Undisturbed Area
10-20% slope	35%
20-30% slope	55%
30-40% slope	85%
40+% slope and above	95%

D.6 Any amendment to the Specific Plan for Rancho San Diego which eliminates or reduces an area designated as open space must include a corresponding increase in open space in the same neighborhood vicinity of the Specific Plan. The additional open space must be of at least equal size and of equal or greater value in protecting the various environmental and community character resources expressed in the Rancho San Diego plan concept.

Resource Conservation Areas

Campo Creek, located south of Campo Road is designated as Resource Conservation Area #5 in the Valle de Oro Community Plan (Figure 4.1-1). The community plan states that:

> This riparian woodland and oak woodland provides seasonal water and nesting habitat for resident and migratory birds. This area also includes Palmer's sagebrush found only in low places in the southwestern part of San Diego County.

Scenic Highways

The Valle de Oro Community Plan also addresses the designation of SR-94 and SR-54 as scenic highway corridors. An analysis of the project's impacts on scenic highways is included in Section 4.2.

Rancho San Diego Specific Plan

All of the project area, except Lots 4 and 5, located south of Campo Road and west of Jamacha Boulevard, are part of the Rancho San Diego Specific Plan. The Rancho San Diego Specific Plan designates the project area for four different land uses (Figure 2.4-11). A total of 24.7 acres is designated for employment use, including all of the project area north of Campo Road and east of proposed SR-54, and two areas located west of proposed SR-54. Approximately 9.1 acres along the northeastern ridgetop is designated as institutional use allowing development of a variety of public and semi-public uses including churches, cultural centers, fraternal lodges, museums, libraries and recreational facilities. The remaining area north of Campo Road, totaling

CITY OF EL CAJON

CREST-DEHESA CP

CITY OF LA MESA

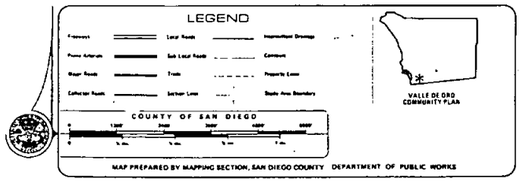
Project Boundary

Resource Conservation Area

SPRING VALLEY CP

JAMUL-DULZURA SRA

SWEETWATER CP



LAND USE ELEMENT

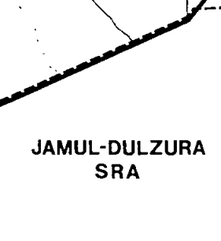
1 RESIDENTIAL 1
2 RESIDENTIAL 2
3 RESIDENTIAL 3
5 RESIDENTIAL 5
6 RESIDENTIAL 6
7 RESIDENTIAL 7
9 RESIDENTIAL 9
10 RESIDENTIAL 10
11 OFFICE PROFESSIONAL COMMERCIAL 11
12 NEIGHBORHOOD COMMERCIAL 12
13 GENERAL COMMERCIAL 13
14 SERVICE COMMERCIAL 14
17 ESTATE 17
18 MULTIPLE RURAL USE 18
19 INTENSIVE AGRICULTURE 19
20 AGRICULTURAL PRESERVES 20
21 SPECIFIC PLAN AREA 21
22 PUBLIC/SEMI-PUBLIC 22
E Elementary School
J Intermediate School
H High School
L Library
CC Community College
F Fire Station
N Neighborhood Park
C Community Park
24 IMPACT SENSITIVE AREA 24
25 EXTRACTIVE 25

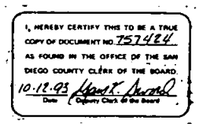
CURRENT URBAN DEVELOPMENT BOUNDARY

FLOOD PLAIN

NOTE FLOODPLAIN Boundaries are approximate. For information on building regulations and flood protection, contact the Department of Public Works – Flood Control

NOTE PROPERTY LINES Shown on This Map Are For Informational Purposes Only. These Lines Are Subject to Change and Do Not Possess Any Regulatory Legal Building Status





OFFICIAL RECORD
Clerk of the Board of Supervisors
Minute No. ___ Agenda No. ___
Meeting Date 12-18-91 (2)
Resolution No. DPW
Ordinance No. ___
Document No. 757424
THOMAS J. PASTUSZKA
Clerk of the Board of Supervisors

approximately 58.7 acres is designated as Open Space Upland Habitat. Lot 3 located south of Campo Road and east of Jamacha Boulevard is designated as Open Space/Riparian Woodland.

Approved Major Use Permit 88-039

MUP 88-039 was approved by the Board of Supervisors on December 18, 1991 to allow development of the Skyline Wesleyan Church on the ridgetop in the north portion of the project area and on land currently owned by the Otay Water District that was intended to be sold to the Skyline Wesleyan Church. The proposed amendment to MUP 88-039 is necessary to shift the location of the proposed church so that it can be developed entirely within the ownership of the Skyline Wesleyan Church and avoid conflicts with the Otay Water District's revised Master Plan. As discussed in more detail in Project History (Section 2.3), subsequent to approval of the SWC project, the OWD modified their future water storage plans within the MUP 88-039 project area to respond to the inadequate water storage capacity experienced during the recent drought. The revised OWD Master Plan proposes to relocate and enlarge the water storage facilities. Despite working with the OWD for more than a year attempting to reconcile the church's parking needs with water storage facility needs of the OWD, the construction phasing and design of the approved SWC project and the modified OWD water facilities are not compatible. Figure 2.3-1 illustrates the generalized land uses in adopted MUP 88-039 which included land owned by the Otay Water District adjacent to the northern boundary of the project area.

County Zoning Ordinance

Existing zoning of the project area is illustrated in Figure 2.4-12 and includes S88 (Specific Plan), M52 (Limited Impact Industrial), S80 (Open Space), S94 (Transportation and Utility Corridor), and S90 (Holding Area). The S88 zone allows an unlimited variety of land uses in conformance with specific plans adopted by the Board of Supervisors pursuant to the Government Code. The M52 zone is intended for very low nuisance manufacturing and industrial uses. The S80 zone provides control of land unsuitable for intensive development and allows uses having a minimal impact on the natural environment or compatible with hazards, resources or other restriction on the property. The S94 zone protects corridors for existing and future transportation facilities or utilities. The S90 zone is intended to prevent isolated or premature land uses from occurring.

The existing S94 zone in the western portion of the project area was originally established to protect land for future construction of the SR-94/SR-54 interchange. The S94 zone is not consistent with existing Rancho San Diego Specific Plan land use designation of open space upland habitat for the area currently zoned S94, it is not consistent with the County of San Diego's adopted Circulation Element alignment or Caltrans right-of-way for SR-94 which are located south of Campo Creek, nor is it consistent with the County's Circulation Element alignment for SR-54 which was shifted further east within the project area as part of GPA 91-02.

Hillside Development Policy

The County of San Diego maintains a Hillside Development Policy (I-73) which requires that development of building sites in hillside areas be planned and constructed in such a manner as to preserve, enhance, or improve the physical features of these areas while concurrently optimizing the aesthetic quality of the final product type. Development within the Skyline Wesleyan Church project area is subject to Board Policy I-73 as 25% or more of its surface area contains slopes of 25% or greater, and a minimum height differential of 50 feet.

Resource Protection Ordinance

On May 23, 1989, the County Board of Supervisors adopted the Resource Protection Ordinance (RPO). The purpose of the RPO is to better preserve unique topography, natural beauty, diversity, natural resources, and quality of life County-wide. "Environmentally Sensitive Lands" are defined by the RPO as steep hillsides, floodplains/floodways, and sensitive biological and cultural resources.

Development within the Skyline Wesleyan Church project area is subject to the RPO due to the presence of steep hillsides and sensitive biological resources. The subject property contains steep slopes defined by RPO as "all lands having a slope with natural gradient of twenty-five percent or greater and minimum rise of fifty feet". The RPO sets specific standards and criteria for the amount of steep slope encroachment allowed for proposed development based on the percentage of each lot in steep slopes. It also encourages creative lot design and use of open space easements over all steep slopes, except for allowable encroachment areas.

Refer to comment H.2

RPO requires that environmentally sensitive lands be evaluated on a lot by lot basis. The subject property contains two environmentally sensitive lands: steep slopes and biologically sensitive lands. No floodplains occur on the proposed property and the cultural resource sites are not considered "unique" under RPO. Steep slopes occur on 51.5 acres (45%) of the total project area. Sensitive biological lands comprise 82.7 acres (72%) of the project area. The subject property contains four habitat types that are considered sensitive by the RPO: Diegan coastal sage scrub (DCSS), southern cottonwood willow riparian forest, southern willow scrub and mulefat scrub.

Impacts

This section analyzes potential environmental impacts associated with buildout of the church and cemetery, in terms of conformance with existing land use plans and policies; potential impacts on local community character; and compatibility with existing and planned surrounding land uses. With respect to policy conformance, development of the site is evaluated against relevant guidelines of the County General Plan, the Valle de Oro Community Plan, and the Rancho San Diego Specific Plan. The community character analysis focuses on the overall impact of the project on the Valle de Oro Community Plan area. The land use compatibility section analyzes the compatibility of the proposed church and cemetery with the adjacent land uses.

The Skyline Wesleyan Church project proposes future development of church facilities and a cemetery, north of Campo Road. Church facilities are proposed in Lot 1 of the tentative map and a cemetery is proposed within Lot 2 of the proposed tentative map. The proposed church facilities within Lot 1 are included as part of the proposed MUP 88-039 modification. MUP 95-001 would regulate future development of the proposed cemetery in Lot 2. The project does not propose any development within Lots 3 and 4 located south of Campo Road nor any changes to the existing SDG&E substation within Lot 5. The only discretionary actions associated with three proposed lots south of Campo Road are to modify MUP 88-039 to delete these lots from the MUP area and to create separate legal lots for these parcels. These lots are zoned and designated as open space and development would be restricted by recording open space easements over these lots. Consequently, the proposed project would not result in any land use or community character impacts to Lots 3, 4 and 5. Table 4.1-2 summarizes the proposed development and open space within the project area. The following analysis of impacts and mitigation measures is limited to the proposed development of a church and cemetery in Lots 1 and 2, north of Campo Road since no development is proposed in Lots 3, 4 and 5.

TABLE 4.1-2
Proposed Development and Open Space Summary

Lot #	Total Acreage	Proposed Development	Open Space (acres)
Lot 1	72.2	Church - 23.8 acres	48.4 acres*
Lot 2	20.3	Cemetery - 8.1 acres	6 acres** SR-54 IOD 6.2-acres***
Lot 3	7.8	None	7.8 acres
Lot 4	12.8	None	12.8
Lot 5	1.1	None (Existing SDG&E substation on 1.1 acres)	None
	TOTAL	31.9 acres	81.2 acres

* Includes 1 acre of revegetated manufactured slopes
** Includes 0.3 acre of revegetated manufactured slopes
*** IOD area will remain open space if SR-54 is not built

Community Character

The following analysis considers the impacts of the proposed project on existing community character. This analysis focuses on the physical characteristics (e.g., scale, architecture and

landscape) of the proposed church and cemetery. As discussed in more detail in Section 4.2, the project site is not highly visible from surrounding development or public areas. Rather, the project area is primarily visible from Campo Road and Jamacha Boulevard, scenic highways, as well as isolated pockets of residential development. Consequently, community character impacts are based primarily on views when travelling along Campo Road and Jamacha Boulevard.

The proposed project would have a positive effect on the community character by moving the church site from its approved location on a prominent ridgeline into an area which is less visible from the surrounding community. The church facilities would be located at the lower elevations adjacent to Campo Road, preserving approximately 95% of the steep slopes and all of the ridgeline onsite in open space. In addition, the magnitude of the church facilities would be reduced under the proposed major use permit modification. The total square footage would be reduced from 345,000 to 172,250 square feet.

Although the proposed relocation for the church would improve the regional community character compared to the approved project, the new church site and proposed cemetery would have a localized effect on community character within the vacant land area along Campo Road between Jamacha Junction and Via Mercado. Implementation of the proposed project would change the character of the corridor along Campo Road between Jamacha Junction and Via Mercado from its current undeveloped condition to a large church campus and cemetery. This change in the character of the site is not considered to be significant given that the proposed development would be an extension of the existing suburban development immediately east and west of the project area and the proposed grading, design, architecture and landscaping features discussed in Section 4.2 to minimize the visual and grading impacts of the project.

The proposed cemetery in the eastern portion of the project area (Lot 2) would not result in significant community character impacts given the limited development and open nature of the cemetery, limited visibility of the proposed cemetery, the lack of adjacent residential development and the character of surrounding land uses adjacent to the proposed cemetery which includes the OWD regulatory site tanks, the County maintenance yard, commercial uses and Cuyamaca College. No development is proposed in Lots 3 through 5, precluding any community character impacts within portions of the project site located south of Campo Road.

Relevant Plans and Policies

County General Plan

The proposed project is consistent with the CUDA designation for the entire project area. The proposed church and cemetery are appropriate uses within this designation.

Development of the proposed church and cemetery would not impact future construction of SR-54 within the project area. The proposed project includes an irrevocable offer to dedicate 166' for the SR-54 right-of-way within the project area. In addition, MUP 95-001 for the proposed

cemetery includes phasing to protect area that could be required as additional right-of-way to accommodate the SR-94/SR-54 interchange. This supplemental SR-54 setback area is designated as the Phase II portion of in-ground burial area. The applicant is proposing that no Phase II interments occur until 15 years from approval of MUP 95-001 or until the County determines that the area will not be required for additional SR-54 right-of-way, whichever comes first.

Valle de Oro Community Plan

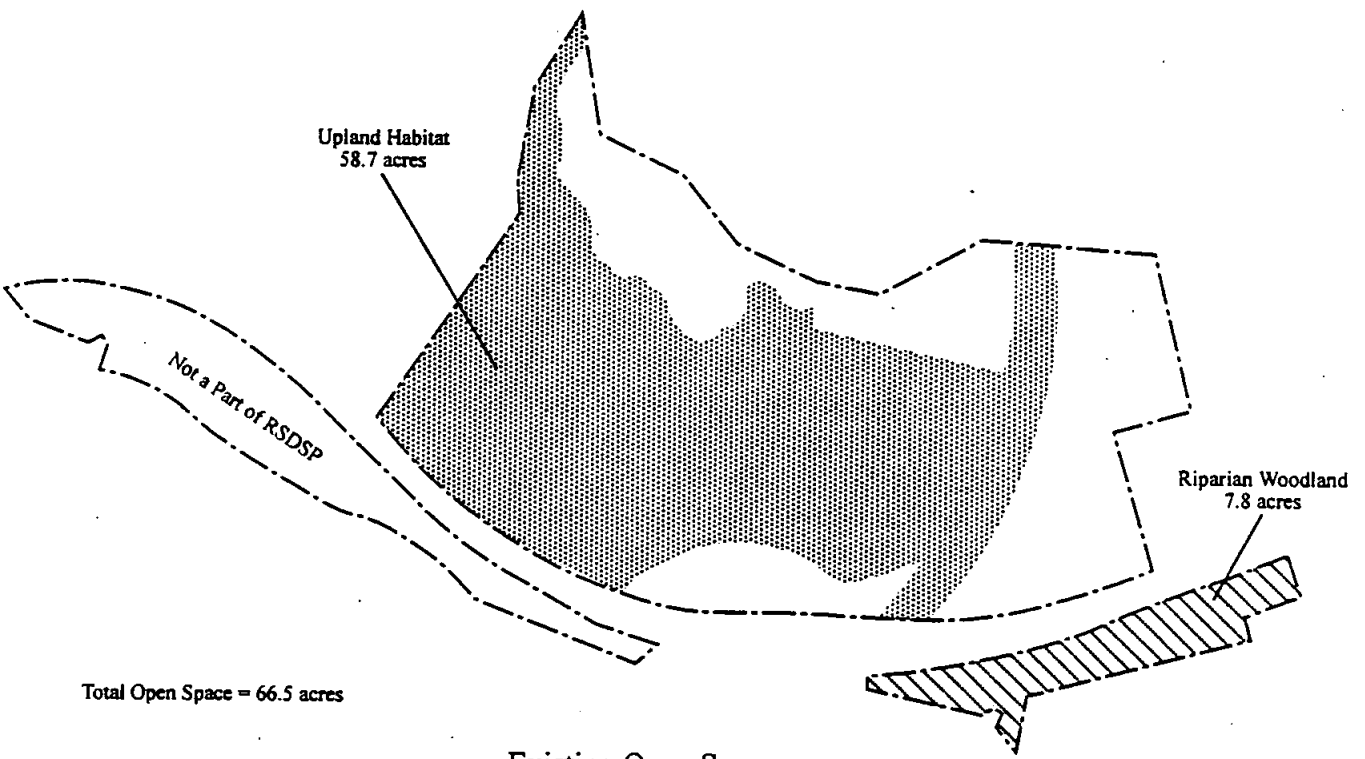
The proposed church and cemetery are consistent with the Specific Plan Area land use designation of the Valle de Oro Community Plan and, therefore, do not require an amendment to the Valle de Oro Community Plan. A detailed analysis of conformance of the Rancho San Diego Specific Plan with the Valle de Oro Community Plan is provided in the Rancho San Diego Specific Plan. Consequently, the analysis provided in this EIR focuses on conformance of the proposed changes in open space with the community plan's open space criteria.

Conservation Criteria

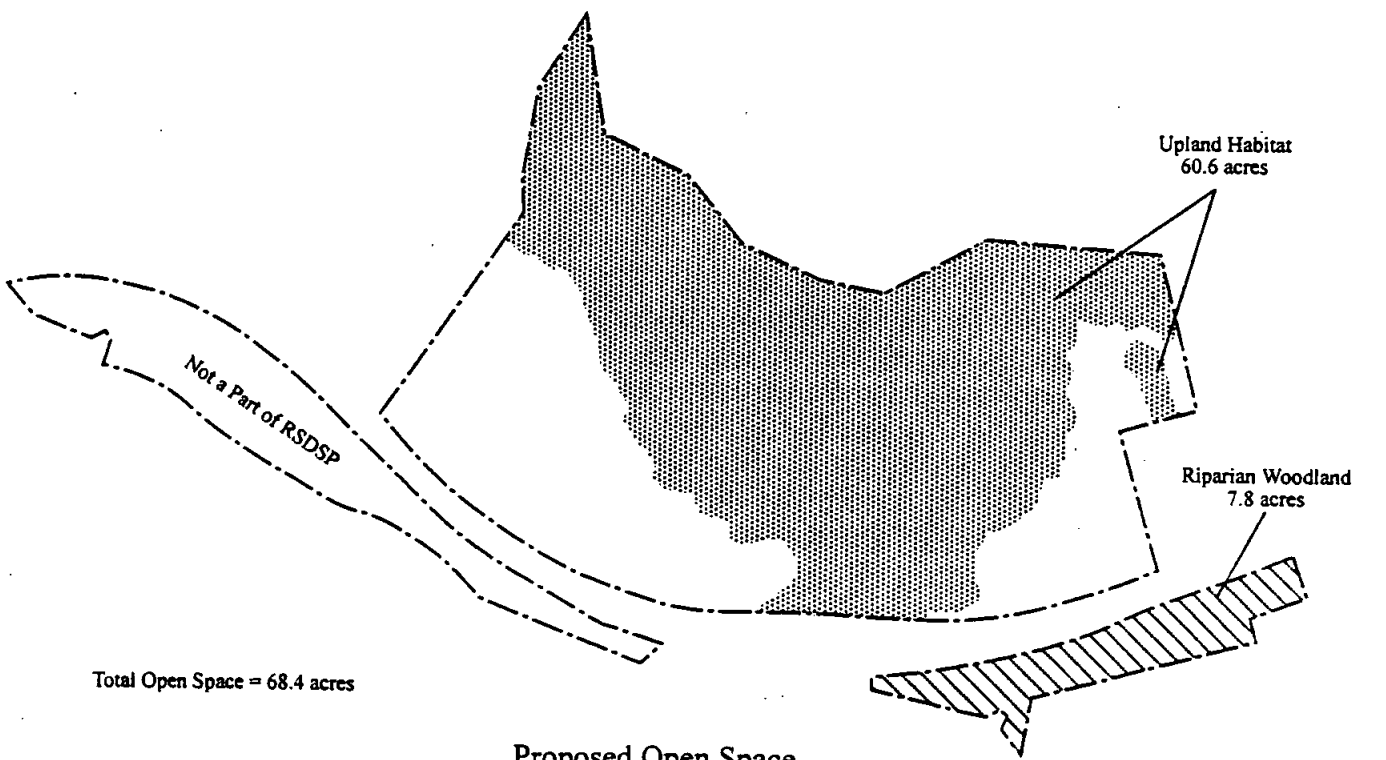
The proposed project would result in changes to the location and amount of open space as currently designated in the Rancho San Diego Specific Plan. The Valle de Oro Community Plan states that "any amendment to the Specific Plan for Rancho San Diego which eliminates or reduces an area designated as open space must include a corresponding increase in the same neighborhood vicinity of the Specific Plan". Consequently, the proposed project must not result in a quantitative or qualitative reduction in open space within the project area.

The adopted Rancho San Diego Specific Plan designates 58.7 acres located north of Campo Road as Open Space Upland Habitat and 7.8 acres located south of Campo Road as Open Space Riparian/Woodland Habitat. The proposed project would eliminate 20.8 acres currently designated as Open Space Upland Habitat but would change 22.7 acres currently designated for institutional and employment use to open space. A comparison of the location of the existing and proposed open space is provided in Figure 4.1-2. The proposed project would designate a total of 68.4 acres as open space, resulting in a net increase of 1.9 acres of open space. Of this 68.4 acres of proposed open space, 60.6 acres would be designated as Open Space Upland Habitat consisting of undisturbed slopes and revegetated slopes adjacent to the proposed church. No change is proposed to the 7.8 acres of Open Space Riparian/Woodland Habitat located south of Campo Road.

In addition to quantitative changes in the open space, the proposed project would also change the location and qualitative value of the open space within the project area. The proposed project would eliminate development of the Skyline Wesleyan Church on the visually-prominent ridgeline and instead would retain this significant visual resource in open space. The relocation of the church to the lower elevations adjacent to Campo Road would develop the church in an area currently designated as open space. Qualitatively, the ridgeline would be considered to be a more



Existing Open Space
Rancho San Diego Specific Plan



Proposed Open Space
Rancho San Diego Specific Plan

Existing and Proposed Open Space _____ Figure 4.1-2

significant topographic and visual resource as it is more widely visible from surrounding areas in the community.

The proposed amendments to the Rancho San Diego Specific Plan would also reduce future employment/industrial development within the project area by converting 16.6 acres of land designated for industrial development to open space (13.6 acres) and a small portion of the proposed church (3 acres). Except for three acres which would be part of the proposed church, the current industrially-designated areas located west of future SR-54 would be redesignated as open space upland habitat. Six acres of the industrially designated land located east of future SR-54 would be redesignated open space/upland habitat.

In summary, the proposed project would result in a quantitative increase of 1.9 acres of open space. The qualitative value of the open space is greater than the existing open space designated on the Rancho San Diego Specific Plan. This is because the ridgeline that would be preserved as open space is a more significant regional visual resource. As discussed in Section 4.3, the open space within the proposed cemetery provides for "hop-scotch connectivity" to Damon Lane Park to the north that is not provided for by the existing land use designations. Consequently, the proposed project would not result in a quantitative or qualitative loss of open space (criteria D.6 of the Valle de Oro Community Plan) and, therefore, would not result in a significant land use impact resulting from a loss of open space.

Crib walls and contoured cut slopes are incorporated into the proposed grading plan to be consistent with conservation criteria D.3.

Resource Conservation Areas

The proposed project would not result in any development in Lots 3 and 4 nor any changes to the existing SDG&E substation in Lot 5. These three proposed lots are located south of Campo Road and are designated as part of the Campo Creek Resource Conservation Area No. 5 (Figure 4.1-1). The only effect of the proposed project on Lots 3 through 5 is to delete the area south of Campo Road from MUP 88-039 and to create separate legal lots for these areas with the existing SDG&E substation having its own separate legal lot. Consequently, the proposed project would not conflict with the existing open space/riparian woodland land use designation nor criteria D.1 to conserve significant natural resources identified as RCAs.

Rancho San Diego Specific Plan

The proposed project requires an amendment to the adopted Rancho San Diego Specific Plan to relocate the institutional use designation for the proposed church from its approved location within the Skyline Wesleyan Church ownership on the ridgetop to the southwestern portion of Lot 1 and to eliminate 16.6 acres of employment use (portions of Lots 1 and 2). The amended land use designations within the amendment area would consist of Institutional (I-2) (23.8 acres), Open Space Upland Habitat (60.6 acres), Open Space Riparian Habitat (7.8 acres) and

Employment Center (E-1) (8.1 acres). The proposed amendments to the Rancho San Diego Specific Plan are illustrated in Figure 2.4-11. No changes are proposed to the Institutional (I-1) designation within the Otay Water Districts property. The analysis of the proposed change in open space is discussed above in the Valle de Oro Community Plan section since the community plan provides specific criteria for evaluating changes in open space within the Rancho San Diego Specific Plan.

The proposed amendment to the Rancho San Diego Specific Plan would result in the loss of 16.6 acres of employment use within the project area. However, it is unlikely that actual development of the 16.6 acres with industrial uses would be feasible given numerous site constraints. These constraints include a lack of access to the 5.8 acres located west of future SR-54 along the northern project boundary as a result of the relocation of SR-54 as part of GPA 91-02; steep topography associated with the 4.8 acres located west of SR-54 adjacent to Campo Road; and biological constraints and development restrictions within the County Water Authority (CWA) easement for the industrial area east of future SR-54. These constraints would likely limit industrial development to the same 8.1 acres that are being retained by the proposed project as industrial land to be developed with the proposed cemetery. Consequently, the loss of industrial development would likely be a "theoretical" loss rather than an "actual" loss.

The elimination of this industrial area would not adversely affect the supply of industrial land in the Valle de Oro community plan area. The Series 8 Regional Growth Forecast profile for the Valle de Oro plan area indicates that, as of 1990, there were 29 acres of industrial land which were developed in the community and 80 acres which were vacant. Furthermore, the profile indicates that in the year 2015 an estimated 44 acres of industrial land would remain vacant. However, based on the pending acquisition of 1,853 acres of Rancho San Diego as open space, approximately 42 acres of designated industrial land would remain as undeveloped open space. According to SANDAG (1993), there were 16,216 acres of vacant industrial development which represents 39 percent of the 41,860 acres of industrially designated land county-wide. Of this, approximately 3,800 acres of vacant industrial land are located in the East Suburban major statistical area (MSA). Given the availability of vacant industrial county-wide and within the East Suburban MSA, and the constraints limiting the actual feasible industrial development within the project area, the loss of 16.6 acres would not result in a significant land use impact.

The proposed project includes a separate MUP (P95-001) to allow development of an 8.1 acre cemetery within the eastern portion of Lot 2 which would remain designated as Employment Center (E-1). Cemeteries are a permitted use in the M52 zone with approval of an MUP. The cemetery use would be consistent with the Rancho San Diego Specific Plan which designates M52 as the appropriate zone for areas designated Employment Center (E-1). The proposed cemetery use would not create any land use compatibility effects as discussed later in this section under "Land Use Compatibility."

MUP 88-039

The proposed project requires a modification to adopted MUP 88-039 to delete the OWD property and proposes to delete Lots 2 through 5 from the boundaries of the MUP. This would result in only the 72.2 acres comprising Lot 1 remaining within the MUP (Figure 2.3-1 and 2.4-1). Within the revised boundaries of the MUP, 23.8 acres of Lot 1 would be designated for development of the proposed church and related facilities adjacent to Campo Road with the remaining 48.4 acres of Lot 1 to be designated as open space easements. The impacts resulting from proposed changes in land use within the project area are discussed in the preceding sections addressing the Valle de Oro Community Plan and the Rancho San Diego Specific Plan.

The only change to the Otay Water District property included with MUP 88-039 is to delete it from the boundary of the MUP area. No changes to the Rancho San Diego Specific Plan or existing zoning of the OWD property are proposed. The Institutional designation allows for utilities. Thus, the future use of the property for additional water storage facilities would be consistent with the Institutional designation. Consequently, the proposed project would not result in any impacts to the land owned by the OWD that was previously included as part of MUP 88-039.

County Zoning Ordinance

The proposed project requires several rezonings to: 1) accommodate the relocation of the church from the ridgetop to adjacent to Campo Road, 2) provide consistency of the zoning with the proposed amendment to the Rancho San Diego Specific Plan, the proposed MUP modification, and MUP 95-001 and 3) to achieve no net loss of open space. The existing and proposed rezonings are summarized and illustrated in Figure 2.4-12. The proposed rezonings would shift the location of the S88 zone and would result in the loss of 16.6 acres zoned M52 (Limited Impact Industrial). An analysis of the impacts of the proposed relocation of the church is provided above under the discussion of the Valle de Oro Community Plan and an analysis of the loss of industrial land is provided above under the discussion of the Rancho San Diego Specific Plan.

The proposed cemetery is a permitted use in the M52 subject to approval of a MUP. As such, the 8.1 acres proposed for cemetery development under MUP 95-001 would remain M52 and are not proposed for rezoning. To achieve no net loss of open space and provide consistency between the Rancho San Diego Specific Plan, the MUP modification, MUP 95-001 and zoning, the project proposes to rezone 13.6 acres of M52 to S80 and 3.0 acres of M52 to S88.

The proposed rezonings would eliminate 18.2 acres of S94 zone in the southwestern portion of Lot 1 adjacent to Campo Road and replace it with S88 and S80 zoning. The S94 zone was established to protect land for future construction of SR-94/SR-54 interchange when SR-54 was aligned through the western portion of the project site. However, as part of GPA 91-02, SR-54 was realigned through the eastern portion of the project site. Therefore, the S94 zoning is no-

longer needed to protect land for the SR-94/SR-54 interchange in this location and no impacts would result from eliminating 18.2 acres of S94 zoning within the project area. In addition, an 8-lane Campo Road transportation alternative is analyzed in Appendix B which provides a feasible interim or ultimate long-term transportation alternative to construction of SR-94 south of Campo Creek, further ensuring that elimination of S94 zoning in the western portion of the project area would not result in significant land use impacts by limiting future transportation options. No changes are proposed for the 6.2 acres of S94 along the future SR-54 alignment in the western portion of Lot 2.

Hillside Development Policy

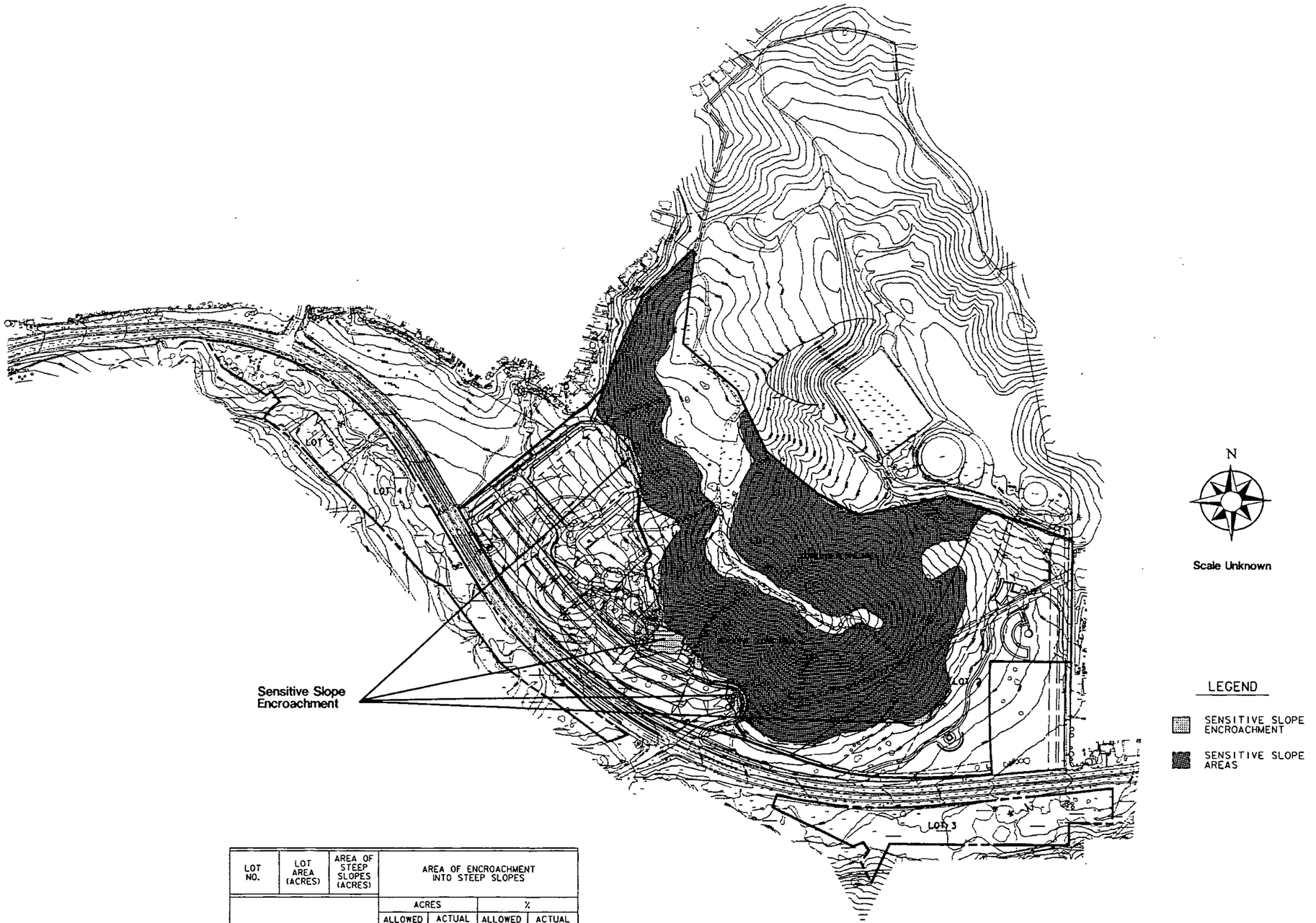
The conformance of the project with the development guidelines contained in this ordinance is discussed in Section 4.2.

Resource Protection Ordinance

The RPO allows encroachments into steep hillsides based on the percentage of each lot which contains steep slopes. Encroachments into areas containing sensitive biological resources are allowed by the RPO if they are mitigated to below a level of significance. Figures 4.1-3 and 4.1-4 illustrate the encroachment into steep slopes and sensitive biological lands. Table 4.1-3 quantifies the acreages and percentages of encroachment into steep slopes and sensitive biological lands for the proposed church and for future development of 8.1 acres in Lot 2 as a cemetery.

TABLE 4.1-3
RPO Consistency Analysis

Lot No.	Lot Area (Acres)	Area of Steep Slopes (Acres)	Area of Encroachment Into Steep Slopes				Area of Sensitive Vegetation (Acres)	Area of Encroachment Into Sensitive Vegetation	
			Acres		%				
			Allowed	Actual	Allowed	Actual		Acres	%
1	72.2	43.3	4.3	2.0	10	4.6	67.8	21.7	32.0
2	20.3	4.9	0.5	0.2	10	4.1	3.4	0.2	5.9
3	7.7	0.5	0.05	0	10	0	7.8	0	0
4 & 5	14.0	2.8	0.3	0	10	0	13.9	0	0
Totals	114.2	51.5	5.1	2.2	10	N/A	92.9	21.9	N/A



LOT NO.	LOT AREA (ACRES)	AREA OF STEEP SLOPES (ACRES)	AREA OF ENCROACHMENT INTO STEEP SLOPES			
			ACRES		%	
			ALLOWED	ACTUAL	ALLOWED	ACTUAL
1	72.2	43.3	4.3	2.0	10	4.6
2	20.3	4.9	0.5	0.2	10	4.1
3	7.7	0.5	0.05	0	10	0
4 & 5	14.0	2.8	0.3	0	+10	0
TOTALS	114.2	51.5	5.1	2.2	10	4.3

* SENSITIVE SLOPE IS DEFINED AS THOSE SLOPES STEEPER THAN 25 % AND GREATER THAN 50' IN HEIGHT

Source: Rick Engineering

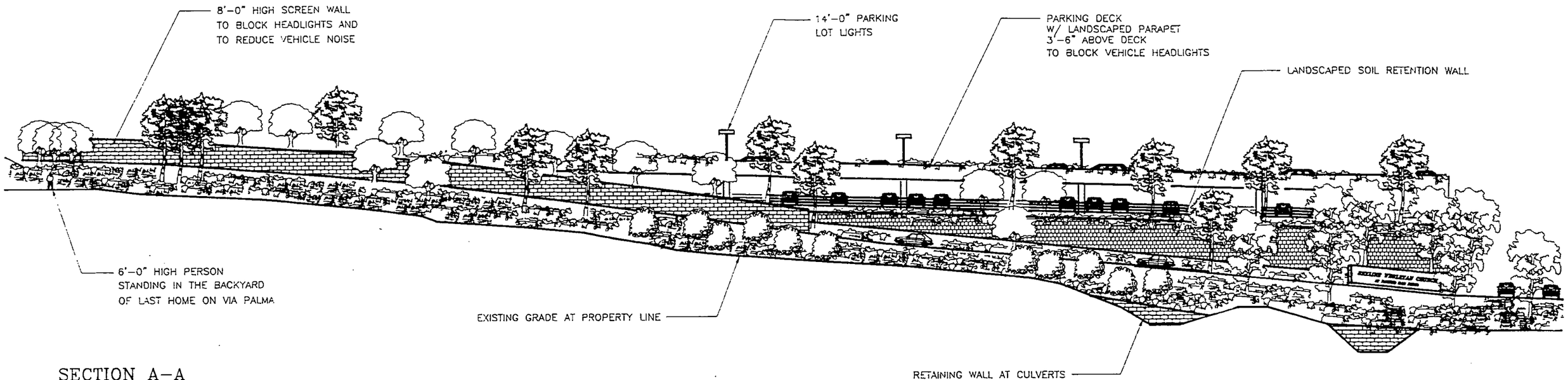
Steep Slopes Encroachment

Figure 4.1-3

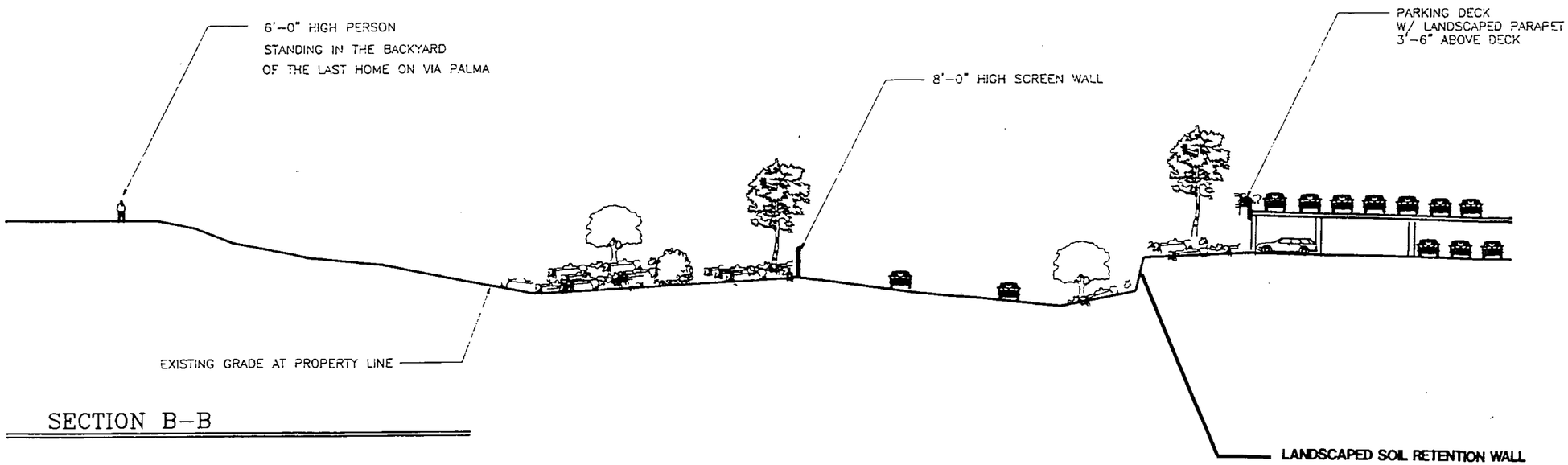
BIO-SENSITIVE LAND AREAS (AC)					
	LOT 1	LOT 2	LOT 3	LOT 4	LOT 5
EXISTING	67.8	3.4	7.8	12.8	1.1
PROPOSED	46.1	3.2	7.8	12.8	1.1
ENCROACHMENT	21.7	0.2	0.0	0.0	0.0

Source: Rick Engineering

Sensitive Biological Lands Encroachment — Figure 4.1-4



SECTION A–A



SECTION B–B

Source: Converse Architecture

Cross-Section From Via Palma Residence — Figure 4.1-5A

of the residence at the end of the Via Palma cul-de-sac through the project's western driveway and the parking deck. Figures 4.1-5A and 4.1-5B also show that headlights from the upper parking deck would be blocked by a three to six-foot-high parapet planter along the western edge of the parking deck. Chain-link fencing along the southern portion of the western driveway would restrict access. Extensive landscaping of the parking lot and parking deck is proposed to screen the parking areas.

Lighting from the church parking lot could impact existing residences to the west of the proposed parking lot. Potential lighting impacts on the adjacent residences would be reduced below a level of significance by implementing a lighting plan that contains the parking lighting within the project development area. A lighting study for the proposed church campus was prepared to ensure that the lighting within the project area would not extend beyond the limits of the church development. Based on the lighting analysis, three basic types of lighting are proposed within the church campus. Along the western driveway and the driveway south of the Phase II parking deck, 36-inch high lighted bollards would be utilized. On the Phase II parking deck, twin 55-watt low pressure sodium fixtures would be mounted on 14-foot-high light standards. Within the parking areas adjacent to Campo Road, a combination of 90-and 135-watt low pressure sodium fixtures would be mounted on 14-foot-high light standards.

Parking

An analysis of the adequacy of the proposed parking is provided to determine the probability that neighborhood streets could be impacted if adequate parking were not provided and church attendees parked off-site in residential neighborhoods.

In Phase I, the proposed church would have 1,417 surface parking spaces. Ultimately, an additional 491 parking spaces would be provided with construction of the parking deck in Phase II, for a total of 1,908 parking spaces.

Table 4.1-4 summarizes three different parking standard requirements and provides a comparative analysis of the proposed parking to those parking standards. As indicated in Table 4.1-4, the proposed parking exceeds the County Zoning Ordinance parking requirements by 667 and 887 spaces for Phase I and II, respectively. The proposed parking also exceeds a more conservative parking standard utilized by the County for some religious assembly facilities by 407 and 547 spaces for Phase I and II, respectively. Therefore, the proposed parking is consistent with and substantially exceeds the County's parking standards for religious assembly facilities.

An analysis of the parking utilizing SANDAG's more conservative vehicle occupancy rate of 2.4 persons per vehicle is also provided since SANDAG's vehicle occupancy rate was utilized to provide a worst-case analysis for the traffic impact assessment. As shown in Table 4.1-4, the proposed parking is less than the parking demand based on SANDAG's vehicle occupancy rate, with a deficiency of 150 and 184 spaces in Phase I and II, respectively. However, this conservative, worst-case scenario also assumes an increase in the total number of people on

As shown in Table 4.1-3, development of the proposed church and cemetery would be within the 10% encroachment allowance for development in steep slopes. However, the proposed church and cemetery would result in 33 percent and 3 percent encroachment, respectively, into biologically sensitive lands. RPO does not have a specific encroachment allowance for sensitive biological resources but rather precludes development within areas which exhibit sensitive biological resources unless all feasible measures necessary to protect and preserve these resources are undertaken and where mitigation provides equal or greater value to affected species. As discussed Section 4.3, the project proposes full mitigation of biological impacts through onsite habitat preservation, onsite habitat restoration and offsite acquisition of 23.03 acres of habitat. In addition, the proposed church and cemetery have been designed to minimize the development footprint required to meet the project objectives and retain the remaining area in open space easements. Consequently, the proposed project conforms to the County of San Diego Resource Protection Ordinance.

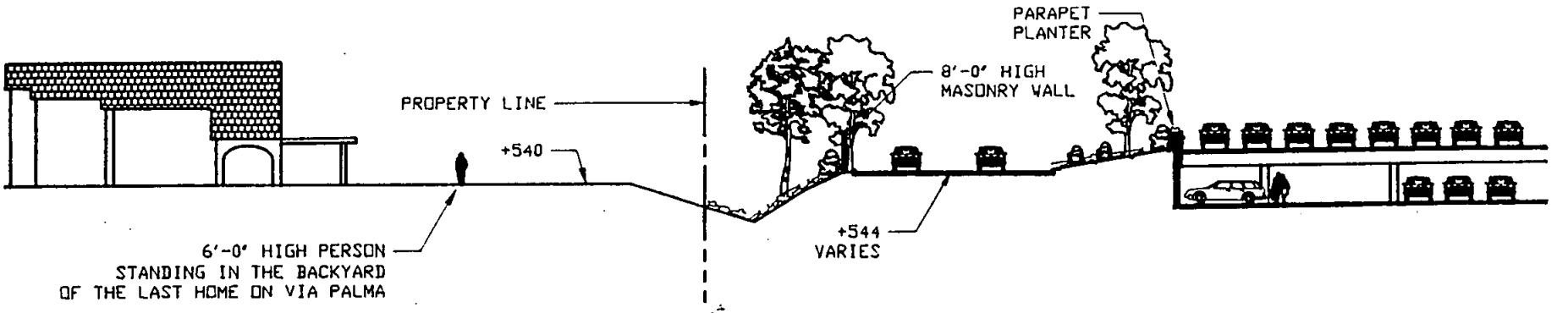
Land Use Compatibility

This section evaluates the potential impacts of the proposed project in terms of its compatibility with existing and planned surrounding land uses. This analysis focuses on the physical interface of the project with existing and planned surrounding land uses and the operational aspects of the proposed uses. Land use compatibility issues include lighting, privacy, parking, and noise. A complete discussion of traffic, noise and lighting effects can be found in Sections 4.4, 4.5 and 4.10.

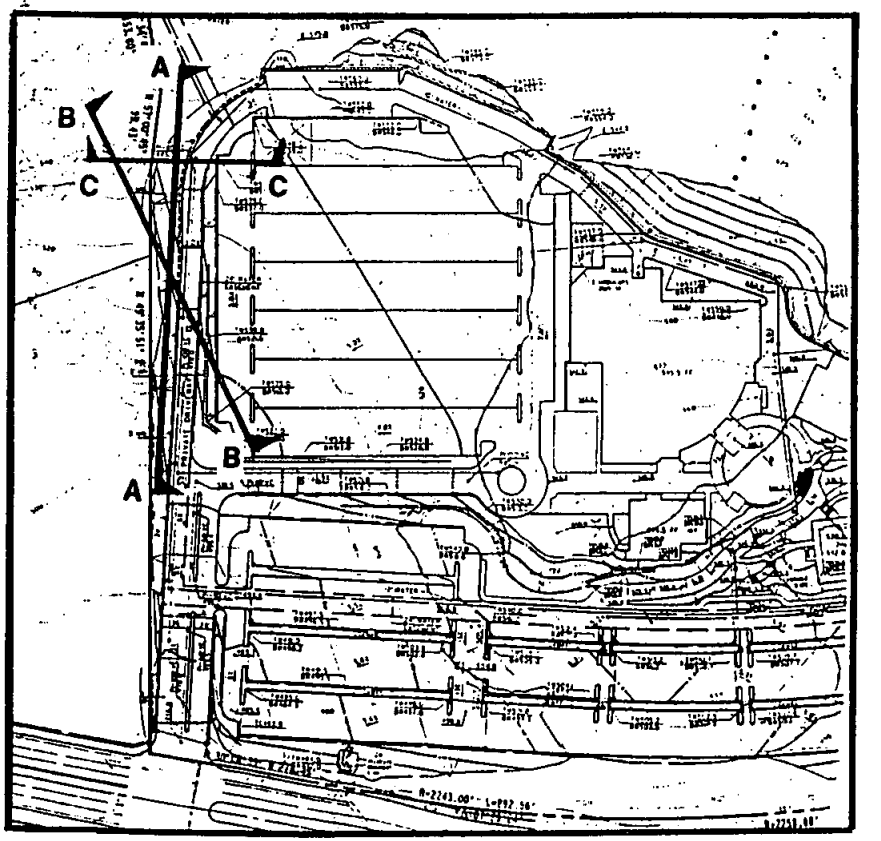
Lighting/Privacy

The proposed church site is relatively isolated from existing uses except for the adjacent residential development to the west. Four homes at the end of Via Palma would potentially be most affected by the church. The nearest of these homes is less than 100 feet from the proposed western driveway and associated parking areas. Church activities could adversely impact these homes in terms of noise from cars traveling the driveway and nearby parking lots. Night-lighting associated with the driveway and parking areas could disturb the adjacent residences. Uncontrolled access could encourage people associated with church activities to venture onto adjacent private property. People traveling to and from their cars in the parking lot or driving on the driveway may have views into backyards which would interfere with these residents privacy.

The proposed project could result in potential noise, lighting and privacy impacts on adjacent homes. The potential for significant land use incompatibility impacts on the adjacent residences would be reduced to below a level of significance by construction of an eight-foot-high block wall extending for a distance of approximately 350 feet at the north end of the westerly driveway for the church. The wall would afford privacy to adjacent residents, reduce noise, and protect adjacent residences from illumination from car headlights. Figure 2.4-2 shows the location of the eight-foot high wall and Figures 4.1-5A and 4.1-5B illustrate cross-sections from the rear yard



SECTION C–C



REFERENCE MAP

Source: Converse Architecture

Cross-Section From Via Palma Residence Figure 4.1-5B

TABLE 4.1-4
Parking Summary

Parking Standard & Assumptions	Phase I		Phase II	
	Required Spaces	+/- Spaces* (Proposed)	Required	+/- Spaces* (Proposed)
COUNTY ZONING ORDINANCE				
Section 6766 - Religious assembly requirement is 1 parking space for every 4 persons based on the total occupancy of the largest assembly room permitted by the Uniform Building Code				
1 space/4 people in Worship Center 3030 people with 18" seating - Phase I 4084 people with 18" seating - Phase II	750	+667	1,021	+887
COUNTY RELIGIOUS ASSEMBLY MUP ALTERNATIVE STANDARD				
The County has utilized a more conservative standard of 1 space/3 people for some religious assembly MUPs.				
1 space/3 people in Worship Center 3030 people with 18" seating - Phase I 4084 people with 18" seating - Phase II	1,010	+407	1,361	+547
SANDAG VEHICLE OCCUPANCY RATE				
SANDAG utilizes a more conservative vehicle occupancy rate of 2.4 persons per car. This standard is not utilized by the County.				
2.4 persons/car 50 employees 3,640 worship and Sunday School attendees (Phase I) 4,900 worship and Sunday School attendees (Phase II)	1,567	-150	2,092	-184

* Indicates the excess or deficiency in the number of parking spaces between the proposed number of parking spaces and the parking standard

1,417 parking spaces are proposed during Phase I
1,908 parking spaces are proposed during Phase II

Sundays to include the Skyline Wesleyan Church's total estimate of church and Sunday school attendees plus employees. This worst-case analysis is based on build-out conditions and full capacity church attendance, which typically does not occur except on religious holidays, such as Christmas and Easter, when vehicle occupancy rates also tend to be higher. Although the SANDAG vehicle occupancy rate was utilized to provide a worst-case analysis for traffic impact assessment, this standard is not utilized by the County in reviewing parking requirements for religious assembly facilities. Given the worst-case factors considered, inadequate parking, if it occurred would likely be limited to religious holidays and would not create a significant impact since they occur only a couple of days a year and would be similar to congestion at schools during major events or shopping centers at the holidays.

Any potential deficiency in parking would not result in impacts on local neighborhood streets caused by church attendees parking off-site on neighborhood streets if the church parking lot is full. There is limited residential development abutting the project site and a lack of residential streets providing access to the church campus or within a comfortable walking distance of the church campus. Therefore, an adverse impact on neighborhoods from off-site parking on residential streets would not occur. Access to the project site would be provided from Campo Road and Jamacha Boulevard. Parking is prohibited on both of these major roads, thereby minimizing the potential for off-site parking impacts on the adjacent roadways. Several parking lots exist in proximity to the project site which could potentially be used for off-site parking with carpooling or shuttle service to the church if the demand for parking spaces were to exceed the availability of parking onsite.

Based on the comparative analysis of parking standards, the proposed project includes adequate parking except possibly on religious holidays under a worst-case analysis. The potential for inadequate parking on religious holidays would not result in significant impacts on neighborhood streets in the vicinity since they do not provide access to the proposed church.

Noise

As stated in section 4.9, Geology/Soils, blasting would be required to develop the proposed church and cemetery. However, the extent of blasting cannot be determined until later phases of the development process when final grading and geotechnical studies are completed.

Blasting on site is controlled by County ordinance No. 7821 which requires issuance of a blasting permit as well as liability and indemnification requirements. It limits hours of blasting. The ordinance requires written notice to all residences or businesses within 600 feet of any major blast area location and 300 feet from a minor blast area, at the time a grading or other permit requiring blasting is issued. In addition, notice shall again be given by the blaster, as specified before, not less than 24 hours or more than one week prior to the actual blast.

County Ordinance No. 7821 provides safeguards for surrounding property. All structures within 300 feet must be inspected before the blast, unless inspection is waived by the owner. A post-

blast inspection of these same structures is also required. All major blasting is monitored by a seismograph located at the nearest structure within 600 feet. The safeguards provided by County Ordinance No. 7821 would reduce any potential land use incompatibilities associated with blasting for site development to below a level of significance.

Adjacent Uses/Easements

The proposed church location would be further removed from facilities operated by the Otay Water District. Water storage facilities do not pose any compatibility problems for the proposed church or cemetery, nor would these activities adversely impact existing and planned water storage facilities on the District's property. The existing County maintenance station or future development of the County parcel would not impact or be impacted by the proposed cemetery due to the low intensity of use associated with the cemetery and the types of land uses within the County's maintenance station.

Access to the proposed cemetery development would be provided by a 20-foot-wide access road within a 72-foot-wide access easement. The only cemetery improvements within the Otay Water District easements along the easternmost 110 feet of proposed Lot 2 are the 20-foot access road to the cemetery and landscaping and would not impact any existing Otay Water District water lines. No impacts to future water transmission pipelines and a sewer main would occur since these facilities can be developed outside of or under the cemetery access roadway.

The proposed project would develop roads within the County Water Authority's easement located in the eastern portion of proposed Lot 1 and the northern portion of proposed Lot 2. Relocation of the existing water line within the County Water Authority's easement would be required to construct the proposed east driveway to the church, just north of Jamacha Boulevard. This line relocation would require approval by the County Water Authority. In addition, a portion of the proposed decomposed gravel roadway within the cemetery would be constructed within the County Water Authority's easement. However, this roadway construction would not require relocation of any existing water lines.

The proposed location for the church would have positive effects on land use compatibility compared to the approved location of the church on the ridgeline. The approved location is adjacent to a larger number of homes than the proposed location. Approximately 20 homes are within approximately 100 feet of the approved location as opposed to the four homes adjacent to the proposed church site.

Campo Road/SR-94 Improvements

The proposed offsite improvements within the Campo Road/SR-94 right-of-way adjacent to the project site would not result in significant land use or community character impacts. The proposed improvements to Campo Road are limited to constructing acceleration and deceleration lanes and dual-left turn lanes at both of the entrances to the proposed church campus. Given that

the proposed offsite improvements would be limited to minor widening within the Campo Road/SR-94 right-of-way, they would not create any significant community character or land use incompatibility impacts.

Mitigation Measures

Implementation of the following mitigation measures would reduce land use impacts to below a level of significance.

Mitigation Measure 4.1-1: The applicant shall place the open space shown on the tentative map into open space easements.

Mitigation Measure 4.1-2: Mitigation Measures 4.3-1 and 4.3-2 for biological impacts must be satisfied.

Mitigation Measure 4.1-3: Final landscape plans shall be reviewed and approved by the Director of Planning and Land Use to assure that landscape screening on the perimeter of the project and within the parking areas, and construction of a block wall and chain-link fencing between the westerly church driveway and the adjacent residences is consistent with that shown in the Conceptual Landscape Plan. The County shall confirm that planting conformed to the Final Landscape Plan.

Mitigation Measure 4.1-4: The County shall confirm that the project lighting is consistent with the lighting plan included as part of the MUP modification and meets the following criteria to minimize offsite light penetration:

- Cut-off luminaries shall be used to provide 90 degree cut-off and prevent projection of light above horizontal from the lowest point of the illuminator;
- All outdoor light fixtures shall be shaded on top to direct all light downward;
- Only low pressure sodium lamps shall be used on 14-foot light standards; and
- Parking area lighting shall not emanate into the adjacent residences.
- Parking lot lighting shall include photo-cell activation and automatic shut off at 10:00 p.m.

Mitigation Measure 4.1-5: Prior to any blasting activities, a blasting permit shall be obtained pursuant to County Ordinance No. 7821.

Analysis of Significance

Community Character

Implementation of the proposed project would change the existing character of the project site but would not result in significant community character impacts given the context of the surrounding development and the design features of the proposed project.

Land Use Policy

Impacts related to conformance with the Resource Protection Ordinance resulting from encroachment into biologically sensitive lands would be mitigated to below a level of significance by implementing the mitigation measures included in the biology section of this EIR (Section 4.3). Project impacts related to conformance with the County General Plan, the Valle de Oro Community Plan, the Rancho San Diego Specific Plan, and the loss of 16.6 acres of future industrial land and 18.2 acres of S94 zone in the western portion of the project area would not be significant.

Land Use Compatibility

Potential land use conflicts with the adjacent residences to the west would be mitigated to below a level of significance by: 1) constructing a block wall, chain-link fence and landscaping along the westerly driveway to restrict access, provide privacy and block noise and car lights and 2) implementing a lighting plan that contains parking lighting within the project development area. Potential land use conflicts associated with blasting would be reduced to below a level of significance by obtaining a blasting permit pursuant to County Ordinance No. 7821.

4.2 Landform Alteration/Visual Quality

Existing Conditions

Site Characteristics

The 114.2-acre project areas extends along an approximately one-mile stretch of Campo Road/SR-94. The majority of the project area is located north of Campo Road and includes a major ridgeline with slopes descending to Campo Road. Two narrow parcels are located south of and parallel to Campo Road, a four-lane major road which functions as the easterly extension of SR-94 east of Avocado Boulevard. The project area is undeveloped, except for an SDG&E substation (located south of Campo Road in Lot 5 of the proposed tentative map), and separates the existing suburban development located to the west along SR-94 from the existing development located immediately east of the project site near the Jamacha Junction.

The portion of the project site located north of Campo Road is comprised of an east/west trending ridge that terminates just north of Campo Road, near the junction with Jamacha Boulevard. Relatively flat areas are located adjacent to Campo Road west and east of where the ridge terminates at Jamacha Boulevard. The east/west trending ridgeline contains a lower, minor ridge that extends out to Campo Road in the vicinity of the existing Rancho San Diego monument signs. Three distinct geographic areas exist within the northern parcel: the ridgeline, a relatively flat bowl-shaped area in the western portion of Lot 1, and a gently sloping area in eastern portion of Lot 2.

Elevations within the northern parcel range from approximately 375 feet in the southeastern corner adjacent to Campo Road with slopes ascending up to 700 feet above Mean Sea Level (MSL) on the ridgetop. The predominant vegetation type within the northern parcel is Diegan Coastal Sage Scrub. A few scattered rock outcroppings occur primarily at the higher slope elevations.

The remaining two parcels are located south of and parallel to Campo Road. These two parcels, which are separated by Jamacha Boulevard, vary in width from 100 to 350 feet. These parcels are relatively flat, low-lying drainage areas that include Campo Creek and associated wetlands vegetation. Elevations within this one-mile long portion of the Campo Creek drainage range from approximately 500 feet above MSL at the western end to 375 feet above MSL at the easternmost reach of Campo Creek within the project area. Table 4.2-1 summarizes the existing slope conditions within the project area.

TABLE 4.2-1
Existing Slope Conditions

Slope Category	Area (acres)	% of Site
0-15%	33.8	29.6
15-25%	25.8	22.6
25-50%	45.2	39.6
> 50%	9.4	8.2
	Total 114.2	100

Site Visibility

The ridgeline in the northern portion of the project site is highly visible from the surrounding area. However, views of the flatter, lower elevations adjacent to Campo Road from surrounding development are restricted by onsite and offsite topographical features that block views. The onsite ridgeline minimizes views of the proposed development area from offsite areas to the north and east. The ridges located south of Campo Creek minimize views of the project area from the south and west.

The project site is primarily visible from Campo Road which is located in a valley in the project vicinity. The onsite ridgeline separates views of the project area when travelling on Campo Road into three distinct viewsheds. The most significant view of the project area is travelling eastbound on Campo Road beginning near Via Mercado. From this area, the ridgeline, steep slopes and bowl-shaped flat area within Lot 1, as well as most of Lots 4 and 5, are visible from Campo Road. The second view segment is from Campo Road in the vicinity of Jamacha Boulevard where the "nose" of the minor ridge terminates at Campo Road. Views of the project site from this segment are limited to the nose of the ridgeline. The third view segment extends from the westerly limits of the existing commercial development at the Jamacha Junction to the proposed alignment of SR-54. Views from this segment consist of the eastern slopes of the onsite ridgeline, relatively flat areas within Lot 2 of the proposed tentative map, and the Campo Creek drainage area south of Campo Creek within Lot 3 of the proposed tentative map.

The project site is also visible when travelling north on Jamacha Boulevard slightly north of Calavo Drive/Doubletree Road to slightly south of Campo Road. Jamacha Boulevard/SR-54 is designated as a scenic highway.

Refer to comment H.5

The proposed church campus would be visible from several residences in the surrounding area including several residences located immediately west of the project area on Via Palma and Paseo Salamoner, approximately three homes along Via Escuda to the north, several homes in the vicinity of Calle Los Arboles on the slopes south of Campo Creek and several homes on the hillside northwest of the intersection of SR-54 and Avocado Boulevard.

Relevant Land Use Policies

Scenic Highway Element

The Scenic Highway Element of the County General Plan and the Valle de Oro Community Plan designate SR-94 and SR-54 as scenic highways. The goal of the Scenic Highway Element is to "create a network of County scenic highway corridors within which scenic, historical, and recreational resources are protected and enhanced".

The scenic highways goal of the Valle de Oro Community Plan is to utilize scenic highway corridors as one method of protecting and enhancing the appearance of scenic, historical and recreational areas. The policies and recommendations include supporting the priority of the scenic highway corridors in Valle de Oro as designated in the County General Plan; supporting Route 94 and SR-54 from Route 94 to El Cajon as first priorities; and recommending completion and implementation of a scenic design study for SR-54 north from Route 94 to the El Cajon City limits.

Hillside Development Policy

Development within the Skyline Wesleyan Church project area is subject to Board Policy I-73 as 25% or more of its surface area contains slopes of 25% or greater, and a minimum height differential of 50 feet. The purpose of this policy is to establish general guidelines to be used in designing and reviewing development proposals within areas which exhibit steep slopes. Policy I-73 encourages all hillside subdivisions to be designed to minimize the permanent impact upon site resources including existing terrain, established vegetation, visually significant geological displays and portions of a site which possess significant public or multiple-use value. Techniques to be considered include:

- Planning the grading and design of hillside developments to complement natural landforms;
- Designing the project to fit the existing terrain through site preparation techniques, size and placement of lots, and protection of public use onsite vista points;
- Minimizing soil and erosion problems;
- Encouraging street designs, consistent with the public's safety, which diminish conflicts with the natural topography;
- Maximizing visual quality and minimizing erosion potential through the use of existing native plant communities and by planting native and naturalized plants especially in disturbed areas adjacent to ungraded hillsides and watercourses;
- Using architecture which adapts to existing terrain;
- Steepening manufactured slopes to minimize disturbance;
- Placing steep slopes into open space;
- Landscaping manufactured slopes; and
- Preserving water courses.

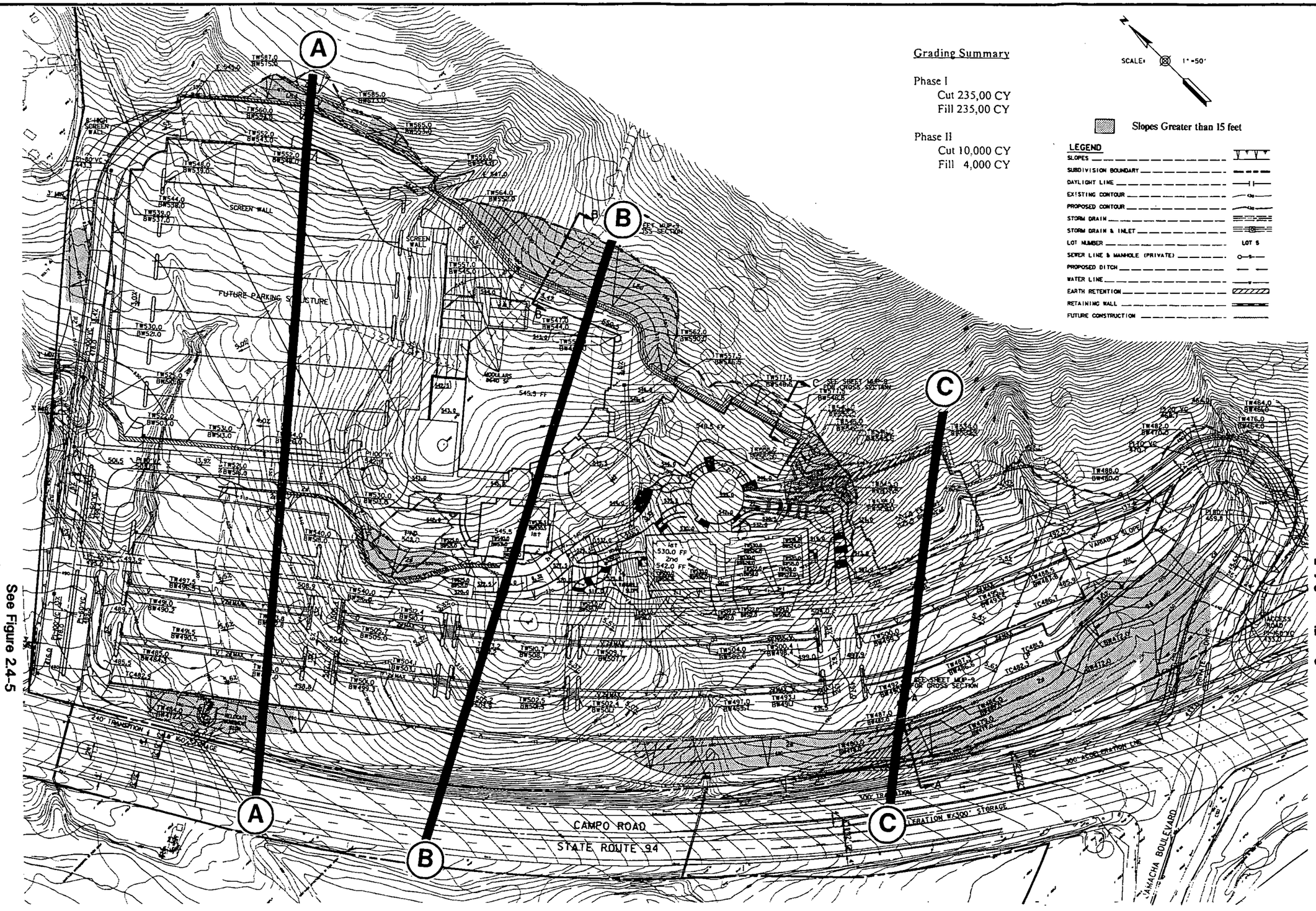
Impacts

The Skyline Wesleyan Church project proposes development of church facilities and a cemetery north of Campo Road. Church facilities are proposed in Lot 1 and a cemetery is proposed within Lot 2 of the tentative map. The proposed church facilities are included as part of the MUP 88-039 modification and the proposed cemetery facilities are included as a separate Major Use Permit (P95-001). No development is proposed within Lots 3 and 4 located south of Campo Road except for minor disturbance required to construct storm drain dissipation structures. No additional development or modifications to the existing SDG&E substation within Lot 5 is proposed as part of the project. The only discretionary actions associated with three proposed lots south of Campo Road are to delete these lots from the MUP area and to create separate legal lots for these parcels. Consequently, the proposed project would not result in any landform alteration or visual quality impacts to Lots 3, 4 and 5. The following analysis of impacts and mitigation measures is therefore limited to the proposed development of a church and cemetery in Lots 1 and 2 north of Campo Road. A summary of the proposed development and open space is provided in Table 4.1-2 in the Land Use section.

Landform Alteration

Development of the proposed church campus and parking lot adjacent to Campo Road, as shown in Figure 4.2-1, would result in filling within the relatively flat, bowl-shaped area in the western portion of Lot 1 and cutting along the minor ridgeline of the east/west trending ridgeline. Grading for the church campus would be completed in two main phases including a total of 245,000 cy of cut and 239,000 cy of fill. The grading for all of the Phase I facilities would include an estimated 235,000 cubic yards (cy) of balanced cut and fill which would be completed prior to any Phase I development. Proposed grading for Phase II development would include 10,000 cy of cut and 4,000 cy of fill, with 6,000 cy being exported offsite. The Phase II grading would be limited to the grading required to develop the chapel and the adult education and training center. Phase II grading would occur in two separate increments, as phased development of the chapel and the adult education and training center occur.

Grading for the proposed church would affect 23.8 acres (34%) of Lot 1 with the remaining 66% of Lot 1 to be preserved as open space. As indicated in Table 4.1-3, 95% of the onsite steep slopes, including the visually prominent ridgeline, would be preserved in open space. As discussed in more detail in the land use section, the proposed grading plan is consistent with the steep slope grading encroachment allowance established by the Resource Protection Ordinance. The proposed grading concept generally involves cutting in the minor ridgeline to create the pad areas for the proposed buildings and depositing most of the fill to create parking areas in the eastern and western portions of Lot 1. The grading plan proposes to build the church campus on three vertically separated levels. The worship center, chapel, administration center, fellowship center and central plaza would be developed at an elevation of approximately 545 feet above MSL. The largest amount of cutting would be required to develop the worship center where up to 45 feet of cut is required. The children's learning center would be built at a pad elevation of



Grading Plan with Slopes Greater Than 15 Feet — Figure 4.2-1

approximately 530 feet above MSL, requiring cutting up to 15 feet. The adult education and leadership training center would be built at a pad elevation of approximately 500 feet above MSL, where up to 40 feet of cutting would be required. Cross sections illustrating the existing topography and the proposed grading are provided in Figure 4.2-2.

In determining the impact of the grading on the landform and visual quality of the area, the County of San Diego's Guidelines for Implementing CEQA indicate that a slope which exceeds 15 feet in height is potentially significant. The location of the slopes which exceed 15 feet is illustrated in Figure 4.2-1. Manufactured slopes ranging in height from 10 to 50 feet extend for approximately 800 feet along Campo Road west of the easterly access driveway. Cross-section D in Figure 4.2-3 illustrates the highest portion of the manufactured slope along Campo Road which includes two parallel soil retention walls varying in height from two to five feet. In addition, manufactured cut slopes above soil retention walls would be created along the northern edge of the proposed church campus. Behind the parking deck, a soil retention wall ranging in height from 5 to 12 feet would extend for a length of 340 feet. Above the top of the soil retention wall, cut slopes including a shorter soil retention wall with an average height of 12 feet would occur. Behind the worship center, a 12-foot-high soil retention wall would extend for a distance of 430 feet. Above this soil retention wall, a cut benched slope with a maximum height of 50 feet would be created, as illustrated in Section E in Figure 4.2-3. As illustrated in the three cross-sections provided in Figure 4.2-3, the project has been designed to minimize the height of these slopes by utilizing a range of slope ratios including 1½:1 slopes, retaining walls and soil retention walls. However, the extent of manufactured slopes included in the proposed grading plan exceeding the County's grading thresholds relative to maximum 15-foot slope heights would result in potentially significant landform alteration impacts.

In a "plan-to-plan" comparison, grading for the proposed relocation of the church facility within the project area requires approximately one-sixth of the grading approved for the ridgeline development of the Skyline Wesleyan Church under MUP 88-039. The proposed project involves 265,000 cubic yards of excavation compared to 1,660,000 cubic yards for the approved project. Relocation of the church within the project area, reducing the square-footage of the church facilities by approximately 172,000 square feet, and the grading techniques incorporated into the proposed grading plan substantially reduce the grading of the proposed modified church project compared to the approved project on the ridgetop.

Substantial landform alteration would be required for future construction of SR-54 along the westerly edge of Lot 2. Although the project proposes to provide an irrevocable offer to dedicate 166 feet for the SR-54 right-of-way within the project area, construction of the future freeway would be the responsibility of Caltrans and is not included as part of the proposed project.

Grading and disturbance for the proposed cemetery would be limited to 8.1 acres in the eastern portion of Lot 2. As indicated in Table 4.1-3, of the 4.9 acres of steep slopes in Lot 2, only 0.2 acres or 4.1 percent would be impacted by cemetery grading which is consistent with the steep slope grading encroachment allowance established by the Resource Protection Ordinance. Since

cemetery grading is limited to 20,000 cubic yards of balanced cut and fill and since the maximum manufactured slope height would not exceed eight feet, grading for the proposed cemetery would not result in significant landform alterations.

Visual Quality

Development

Build-out of the proposed project would replace portions of the vacant, undeveloped project site with a large church campus, including substantial parking areas, and a cemetery. The impact of this change is dependent upon several factors including current site conditions, the sensitivity of surrounding areas to the visual character of the site, and the visibility of the proposed development from surrounding areas. The primary aspects of a development project which affect the visual quality of its surrounding area are generally related to grading, placement and orientation of structures, and architectural scale and character. Please refer to the Land Use/Community Character Section for an analysis of the visual characteristics of the proposed project as it relates to community character and surrounding land use compatibility.

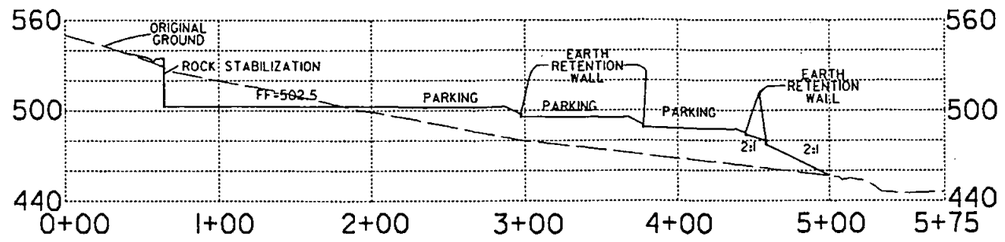
Although the onsite ridgeline to be preserved as open space is highly visible from the surrounding area, views of the proposed church and cemetery development from existing development in the surrounding area would be limited. Views of the proposed project are limited by intervening topography including the onsite ridgeline which minimizes views of the proposed development area from offsite areas to the north and east, and the ridges located south of Campo Creek which limit views of the project area from the south and west.

In addition, views of the proposed development from Campo Road would be limited by: 1) natural slopes and proposed manufactured slopes between Campo Road and the southern edge of the proposed parking lot which would block line of sight views of the proposed development and 2) the minor ridgeline and proposed grading/development which would block line of sight views of the entire church campus from any point along Campo Road.

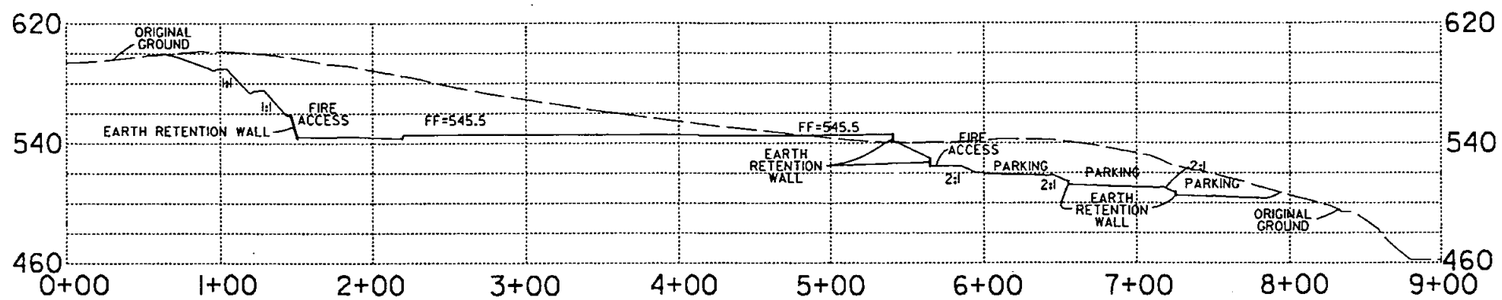
The highest elevations of the proposed church campus would occur in the central plaza area surrounded by the worship center, the administration building, chapel and fellowship center. The existing and proposed topography descends to the east and west from this topographic high-point. This high-point in the center of the project serves to obstruct views of the entire campus when travelling along Campo Road.

Future development within the project area would primarily be visible from motorists travelling on Campo Road and from northbound traffic on Jamacha Boulevard which are designated scenic highways. The proposed development would also be visible from several residences in the surrounding area. The general location of the primary offsite areas which would have views of the proposed development is shown in Figure 4.2-4.

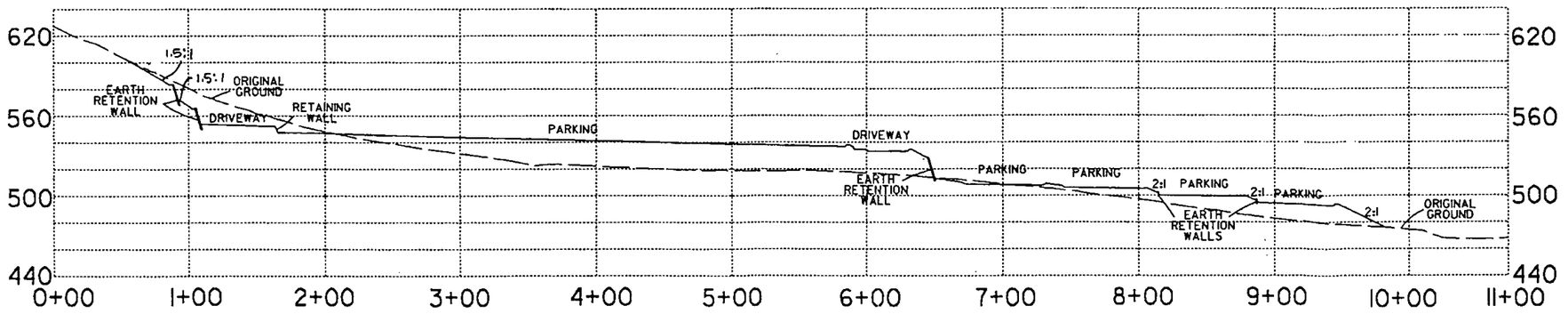
SECTION A



SECTION B



SECTION C



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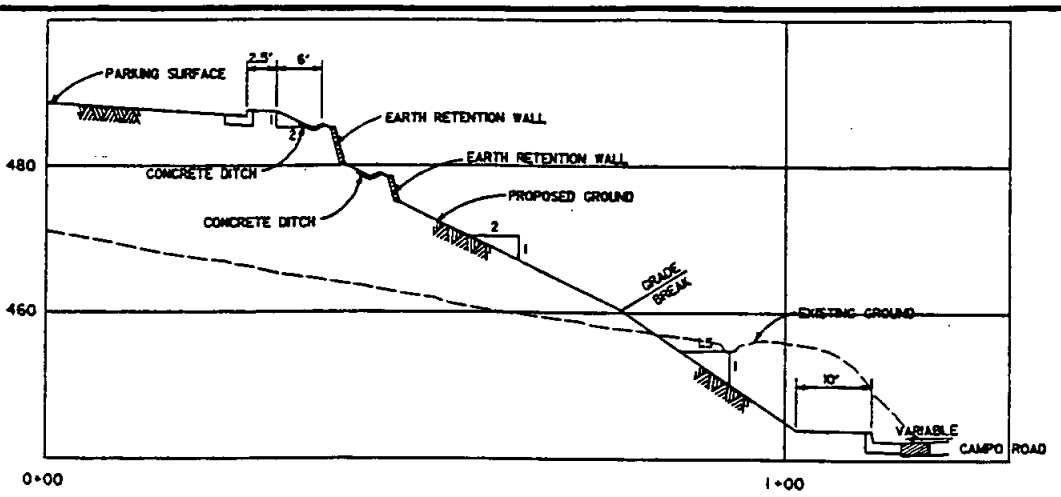
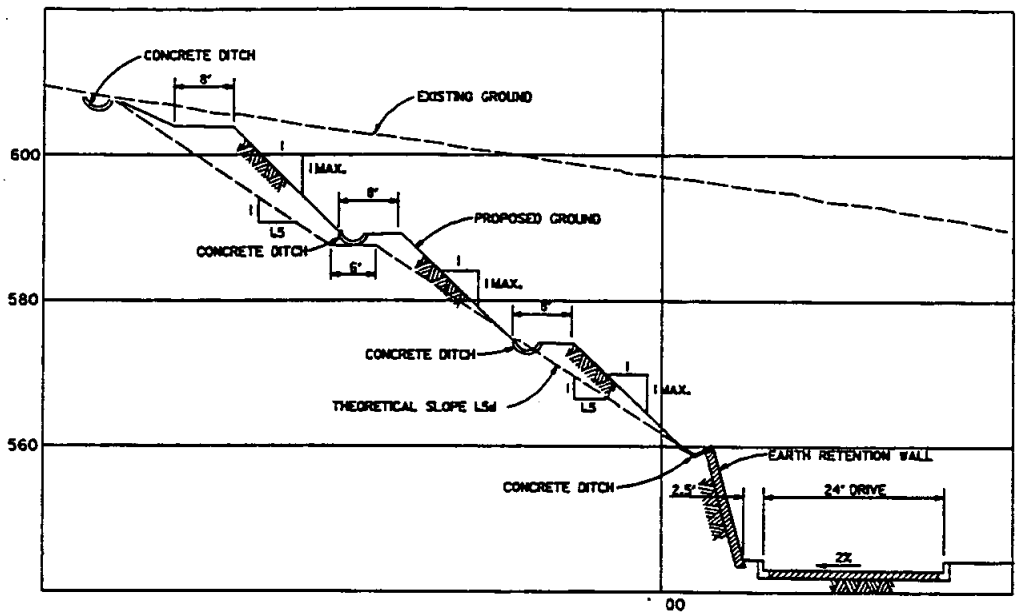
Source: Rick Engineering

Cross-Sections - Existing Topography and Proposed Grading

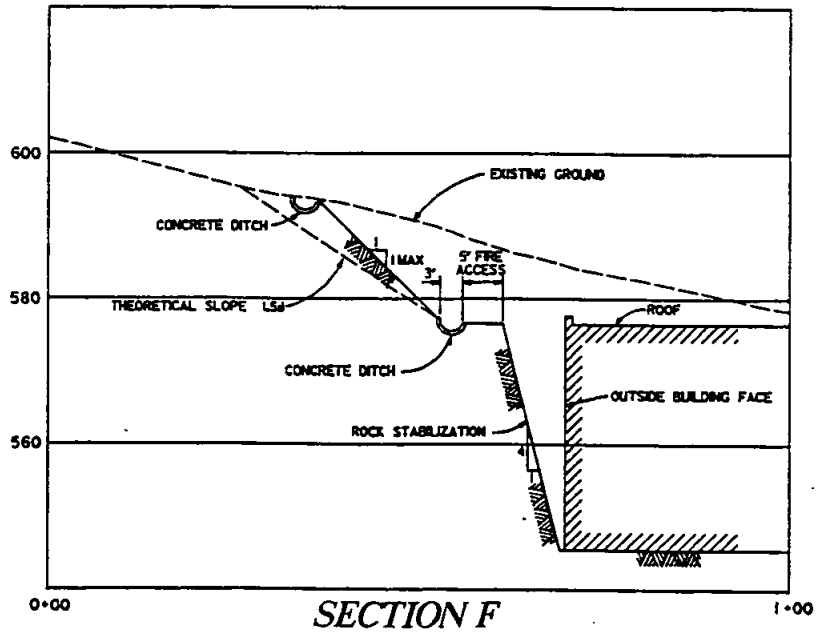
Figure 4.2-2



SECTION D



SECTION E



SECTION F

Source: Rick Engineering

Cross-Sections of Manufactured Slopes _____ Figure 4.2-3

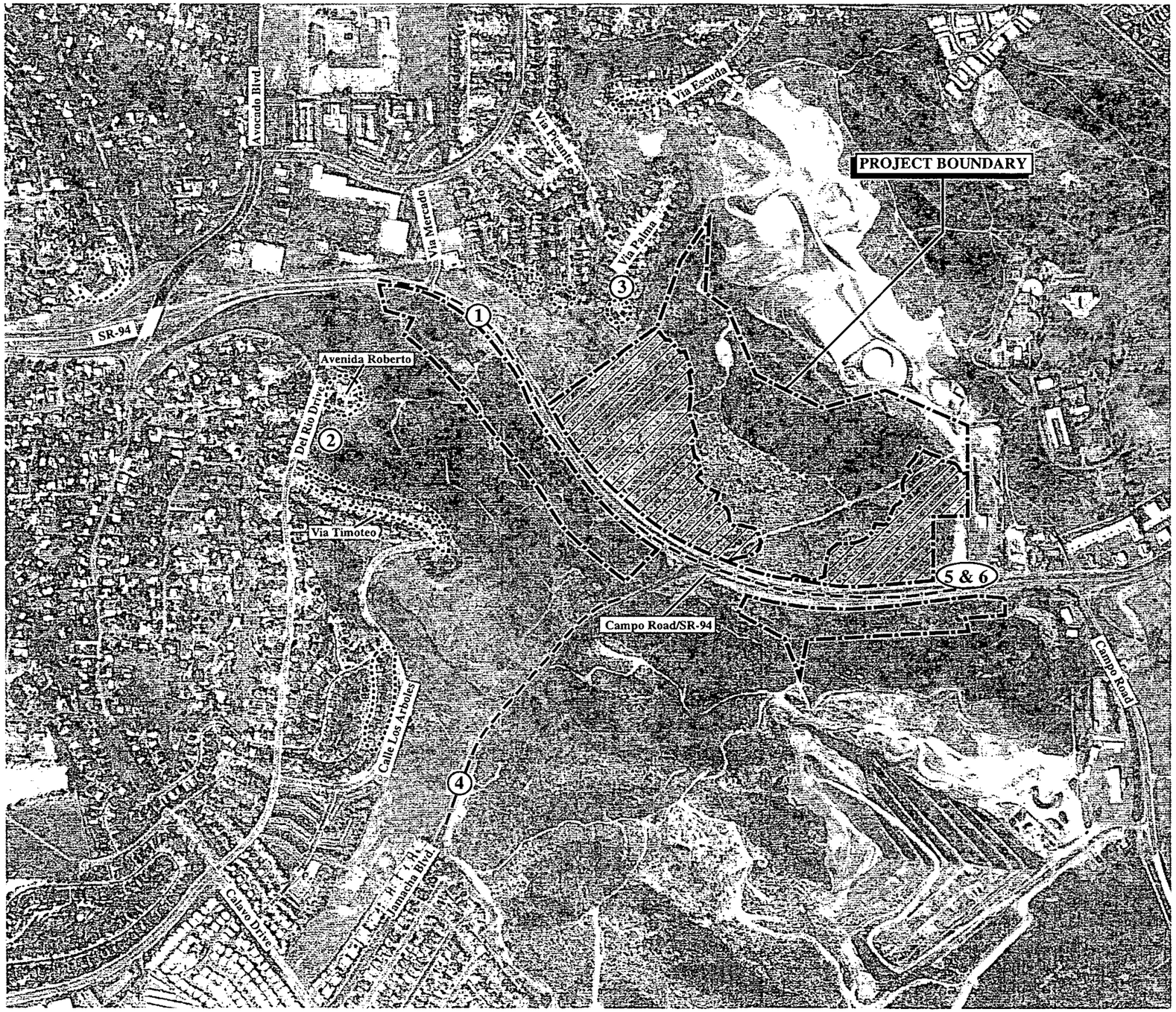
Photo-simulations have been prepared to illustrate the existing views of the undeveloped project site and future views of the proposed church campus from the three major offsite viewing areas. Two distinct views of the proposed church campus would be perceived when travelling on Campo Road. The most significant view of the church campus would be travelling eastbound on Campo Road adjacent to the western portion of the project site, as illustrated in Figure 4.2-5. This segment of Campo Road provides the least obstructed view of the proposed church facilities, and for the longest distance and duration of time. From this view point, the parking lot, the Phase II parking deck, the worship center, chapel and a portion of the children's learning center would be visible. However, views of the fellowship and adult education centers would be blocked by the other church facilities. Views of the parking lot and deck would be reduced as the proposed landscaping matures. Eastbound motorists traveling at speeds of up to 60 miles per hour along this 1,900-foot segment of Campo Road would be exposed for approximately 15 seconds to the view of the proposed church campus. Eastbound motorists waiting at a red light at Via Mercado could be exposed for up to a minute. The proposed project would change the existing view from this portion of Campo Road by developing a large church campus at the base of a ridgeline. However, since the church campus would be an extension of the existing development to the west and the project retains the visually-prominent ridgeline north of Campo Road and the Campo Creek drainage to the south in open space, the change in the visual quality would be considered to be a significant impact.

The second, and more restricted, view of the church campus would occur travelling on Campo Road in the vicinity of Jamacha Boulevard and from Jamacha Boulevard near the intersection with Campo Road. Views in this area are restricted by the nose of the ridgeline. The proposed adult learning center, fellowship center, the children's education center and east entrance to the church would be visible from this location although their views would be screened substantially by proposed landscaping as it matures. Given the limited amount of the proposed church campus that would be visible from this vantage point, the visual impact would not be considered significant.

Figure 4.2-6 shows the unobstructed "birds eye view" of the church campus from the single-family residences on the ridgelines south of Campo Creek, as typified by this photo taken at the single-loaded segment of Del Rio Road. An estimated 16 residences located approximately 1,600 feet from the proposed development could have views of the church campus from their backyards, as well as five residences on Via Timoteo (Figure 4.2-4). The extent of the visibility of proposed church from these backyards varies depending on the type of landscaping and fencing in each yard. The visual impact of the large expanse of parking area from these homes would be reduced by the proposed parking lot landscaping shown in Figures 2.4-5 and 2.4-6. The visual impact of the proposed project from these homes would not be significant given the limited number of homes potentially affected, that existing fencing and landscaping would block views from some residences, and the distance of these homes from the project site.

Refer to comment H.6

Views of the proposed church campus from the existing residences to the west would be limited by intervening topography, existing single-family homes and landscaping, and a proposed wall

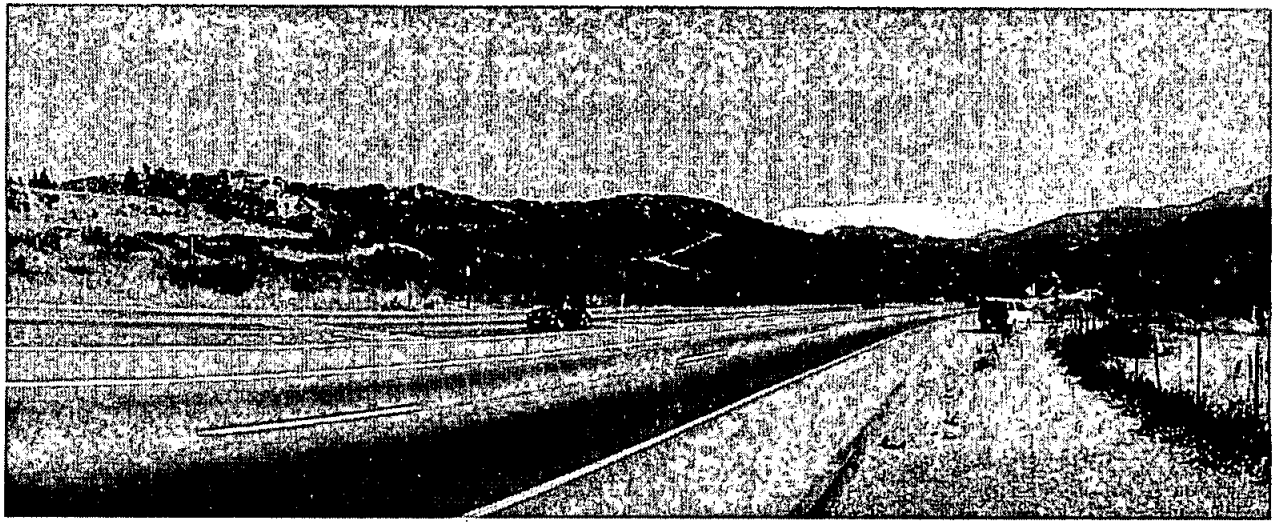


LEGEND

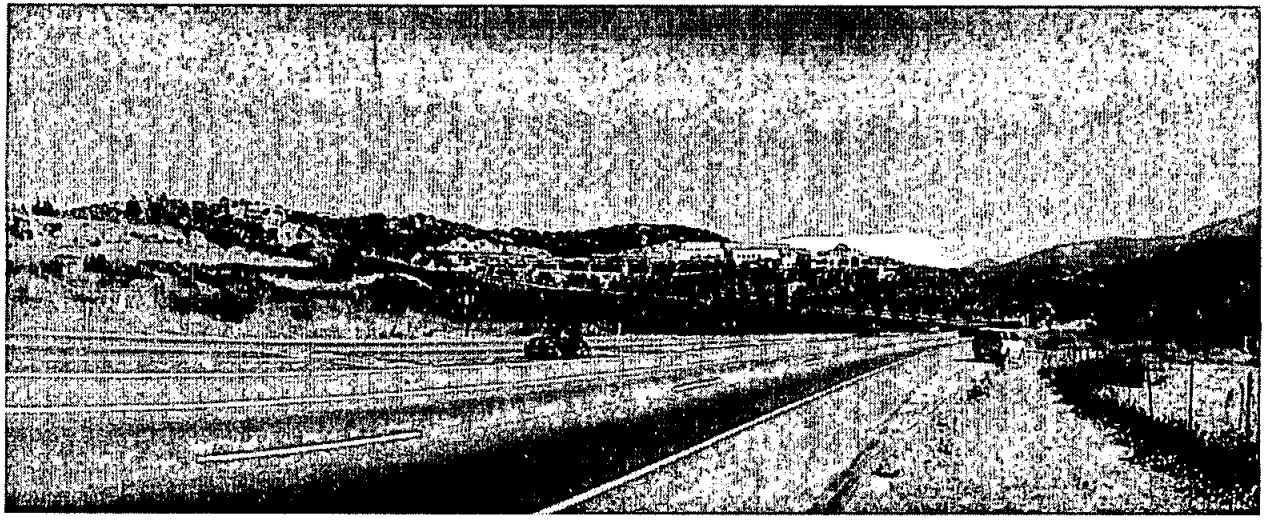
Photo Location	Figure #
1	4.2-5
2	4.2-6
3	4.2-7
4	4.2-9
5	4.2-10
6	4.2-11
	Proposed Development Area
	Offsite Viewing Area
	Roadway Segment

Viewshed Map

Figure 4.2-4



Existing view looking east from Campo Road at Via Mercado



Proposed view looking east from Campo Road at Via Mercado

Photo Simulation from Via Mercado Figure 4.2-5

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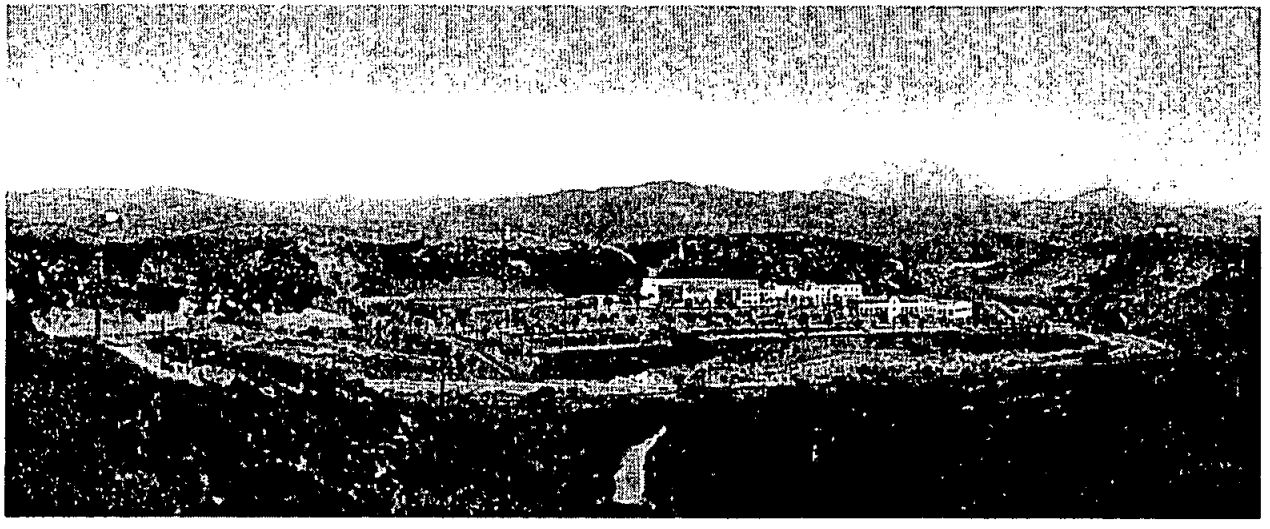
Existing view looking north from ridge south of Campo Creek



Proposed view looking north from ridge south of Campo Creek

Photo Simulation from the Ridge South of Campo Creek Figure 4.2-6

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to block views. The proposed parking lot and future parking deck, and the northerly buildings of the church campus would be visible from approximately four residences located within 100 to 600 feet of the project boundary and proposed development. One resident, at the end of Paseo Salamoner, would have a direct unobstructed view of the proposed church campus and approximately three residents within the condominiums would also have views of church campus. As illustrated in Figure 4.2-7, views of the upper portion of the worship center would also be visible behind the existing single-family homes and landscaping, when travelling on Via Picante near its intersection with Via Palma.

The grading plan and parking deck have been designed to minimize the visual impact of the parking deck on the adjacent residences to the west on Via Palma, located adjacent to the northwest corner of the parking deck. The top of the parking deck at the northwest corner has been designed to be at grade with the adjacent proposed church driveway, so as to appear to be surface parking from the adjacent residences on Via Palma, rather than as an elevated parking deck. Views of the proposed church campus from residents on Via Palma would be shielded by an 8-foot-high block wall to be constructed for approximately 350 feet along the western side of the western access driveway (Figures 2.4-5A and 5B, and Figure 4.2-8) . Landscaping would be provided along the block wall to screen views of the wall from the adjacent residences.

Views of the future parking deck would be screened by landscaping along the parapet around the upper level of the parking deck and also along the edge of the ground level of parking area (Figure 4.2-8). Given the proximity of these residences and the scale of the proposed development, the project would substantially change the visual quality of approximately four adjacent residences. However, the impact is not considered significant given the limited number of affected homes.

Refer to comment H.6

The proposed church campus would also be visible from scattered residences in three outlying areas shown in Figure 4.2-4. These areas include approximately three homes along Via Escuda, approximately 16 homes on the hillside in the vicinity of Calle Los Arboles (west of Jamacha Boulevard), and approximately six homes on the hillside northwest of the intersection of Avocado Boulevard and SR-54. These areas are respectively located at distances of 1,800, 2,400 and 3,600 feet from the proposed development. Given the distance from the project site and relatively small number of homes affected, the visual impact on residences in these three outlying areas is not considered to be significant.

The proposed church campus would be visible to motorists traveling northbound on Jamacha Boulevard as illustrated in Figure 4.2-9. The change in the visual character from this roadway segment would be significant in the short-term until the buildings are constructed and project landscaping matures and screens manufactured slopes and portions of the church buildings and parking areas. However, long-term visual impacts would not be significant given that the project retains the visually prominent ridgeline north of Campo Road in open space, that the project minimizes the visual impacts of the church facilities by designing the buildings and parking lots as a terraced development to simulate the existing topography, and through extensive landscaping.

The visual impacts would also be lessened given the suburban character of the development the motorists will have just travelled through along Jamacha Boulevard.

Figure 4.2-10 illustrates the existing view of the proposed cemetery area from Campo Road adjacent to the County's Jamacha Maintenance Station. Views of the proposed cemetery east of the County's maintenance station are obstructed by the existing development and billboards. Views of the proposed cemetery would be restricted to motorists travelling on Campo Road adjacent to the proposed cemetery since line-of-sight views from surrounding areas are restricted by the intervening topography or existing development. Figure 4.2-11 provides a rendering of the proposed cemetery development from Campo Road near the southeastern corner of the cemetery. Development in the western five acres of the cemetery would consist primarily of in-ground burials with a maximum of five garden cenotaph structures and two columbarium walls. The majority of the proposed structures within the cemetery would occur in the northern portion of the cemetery, north of the undeveloped County-owned parcel adjacent to Campo Road and west of the County's existing Jamacha Maintenance Station. Proposed cemetery facilities in the northern portion of Lot 2 include two 28-foot-high mausoleums, a single-story office, and columbarium walls ranging in height from 3 to 16 feet.

Given the limited development proposed within the cemetery, its visibility limited to Campo Road adjacent to the cemetery, and the context of the surrounding development comprised of water tanks, County maintenance station and commercial development, the proposed development of the cemetery would not result in significant, adverse visual quality impacts. Ultimate development of the County-owned parcel between the proposed cemetery facilities and Campo Road would likely obstruct views and further reduce the visual impacts of the proposed cemetery development in the northern portion of Lot 2.

In a "plan-to-plan" analysis, the proposed relocation of the Skyline Wesleyan Church from its approved ridgetop location to the lower elevations adjacent to Campo Road would reduce the visual impacts compared to the approved project. Although the proposed project would relocate the church closer to Campo Road, a designated scenic highway, the relocated and smaller church would be substantially less visible from the surrounding community than the approved ridgetop church. The number of surrounding residences that would have views of the Skyline Wesleyan Church would be substantially less under the proposed project than compared to the approved MUP 88-039. The proposed project would retain a more regionally significant visual resource, the major ridgeline, in open space compared to the approved project. Also, the proposed project would limit the potential for any future industrial development within the project area to 8.1 acres and would replace land currently designated for industrial development with 16.6 acres of open space, and three acres of the relocated church.

Grading

Site development would result in creating manufactured slopes adjacent to Campo Road and along the northerly edge of the proposed church campus. As illustrated in Figure 4.2-1, a manufactured

Existing view looking south from Via Picante/Via Palma Intersection

Proposed view looking south from Via Picante/Via Palma Intersection

Photo Simulation from Via Picante/Via Palma Intersection — Figure 4.2-7

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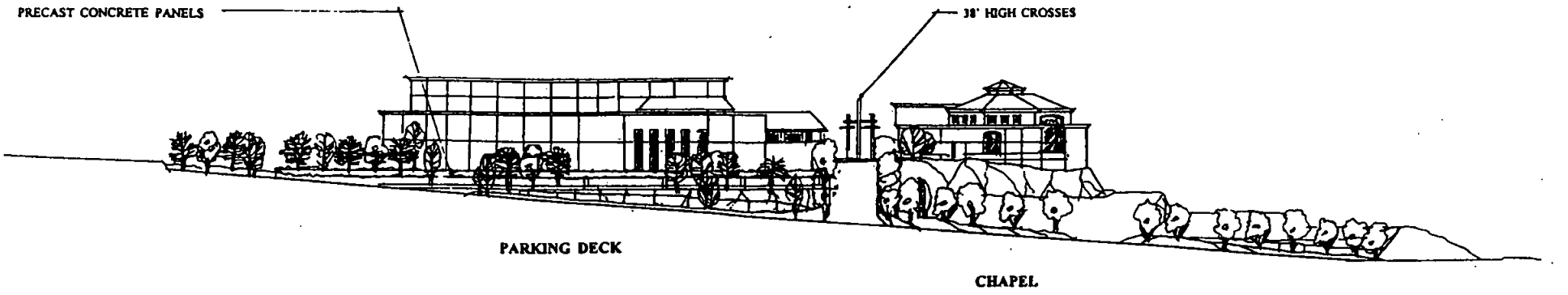


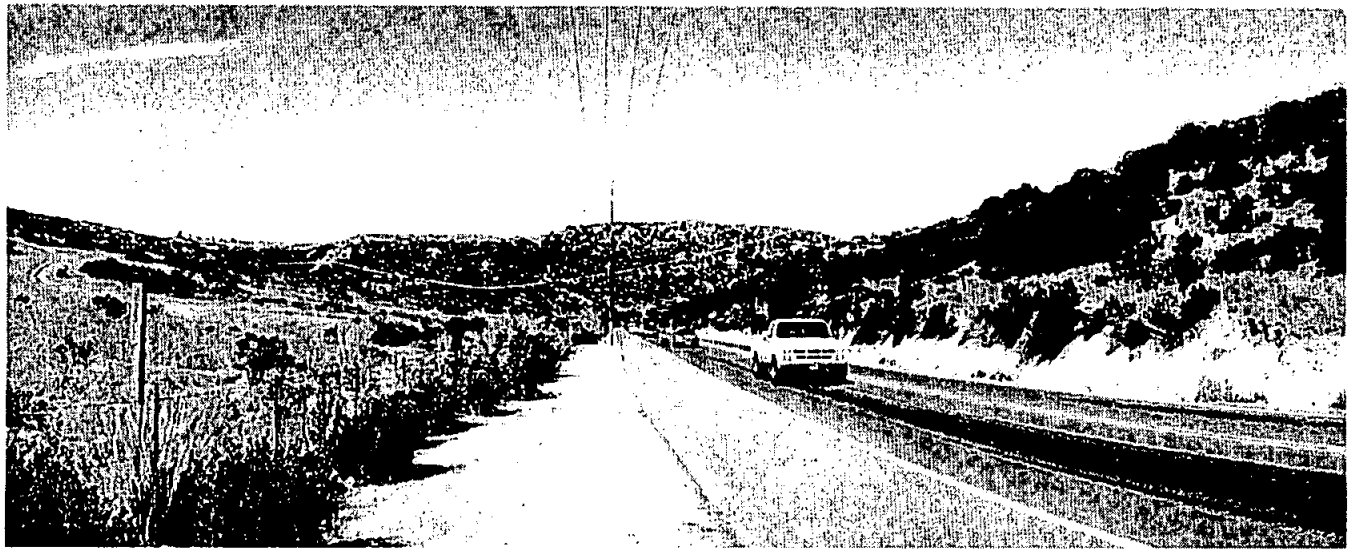
West Elevation of the Proposed Church Campus — Figure 4.2-8

slope ranging in height from 15 to 50 feet extends 800 feet along Campo Road. A 1½:1 cut slope would occur at the base of the manufactured slope, with a 2:1 fill slope above to emulate the existing slope gradient in this area, as illustrated in Section A in Figure 4.2-1. Two parallel soil retention walls ranging in height from 2 to 5 feet would extend for 160 feet near the top of this manufactured slope. The visual impact of this slope would be reduced by the proposed planting of native and naturalized plant materials and utilizing varying slope gradients along the slope. Slope heights would be minimized by utilizing 1-½:1 cut slope gradients, which also emulates the natural slope gradient, and soil retention walls. Creation of manufactured slopes adjacent to Campo Road would result in short-term significant visual impacts until the landscaping becomes established and screens the views of the manufactured slopes.

As illustrated in Section B in Figure 4.2-1, a 50-foot-high cut slope is proposed above a 12-foot-high soil retention wall to create the building pad for the proposed worship center. Slope heights would be minimized by utilizing cut slope gradients of up to 1:1. Since the 60-foot-tall worship center would be constructed in front of this manufactured slope, blocking most of its view from offsite, the creation of this substantial slope would not result in a significant visual impact. Native plant materials would be utilized on these manufactured slopes adjacent to natural open space. Temporary irrigation would be provide during plant establishment. These slopes would be allowed to revert back to native conditions.

Behind the proposed 45-foot-high fellowship center, a 20-foot-high cut slope would be created above a 30-foot-high rock cut slope to be structurally reinforced with rock bolting. As illustrated in Section C of Figure 4.2.1, the 45-foot-tall fellowship center would be constructed directly in front of this manufactured slope completely blocking its view from offsite. Consequently, the creation of this substantial slope would not result in a significant visual impact. A minimum 30-foot-wide zone of fire resistant irrigated hydroseed would be planted at the base of the slope. Native plant materials would be planted beyond the 30-foot irrigated zone to the grading daylight line.

A manufactured slope is proposed behind the Phase II parking deck. Views of this slope would not be blocked by the parking since the parking deck is designed to be at-grade near the toe of this slope to minimize the visibility of the parking deck from the adjacent residences to the west. The maximum height of this slope would be 50 feet. At the base of the slope, there would be a soil retention wall ranging in height from 5 to 12 feet. Up to 40 feet of slope would occur above the soil retention wall, including a 12-foot high soil retention wall extending along approximately half of the slope. This manufactured slope would be visible from offsite locations including residences to the west and also to the south on the ridge above Campo Creek and from vehicles travelling on Campo Road. Until the native landscaping becomes established and blends the manufactured slope with the adjacent natural slopes, short-term significant visual impacts would result from the creation of this 50-foot-high cut slope.



Existing view looking north from Jamacha Boulevard

Proposed view looking north from Jamacha Boulevard

Photo Simulation from Jamacha Boulevard Figure 4.2-9

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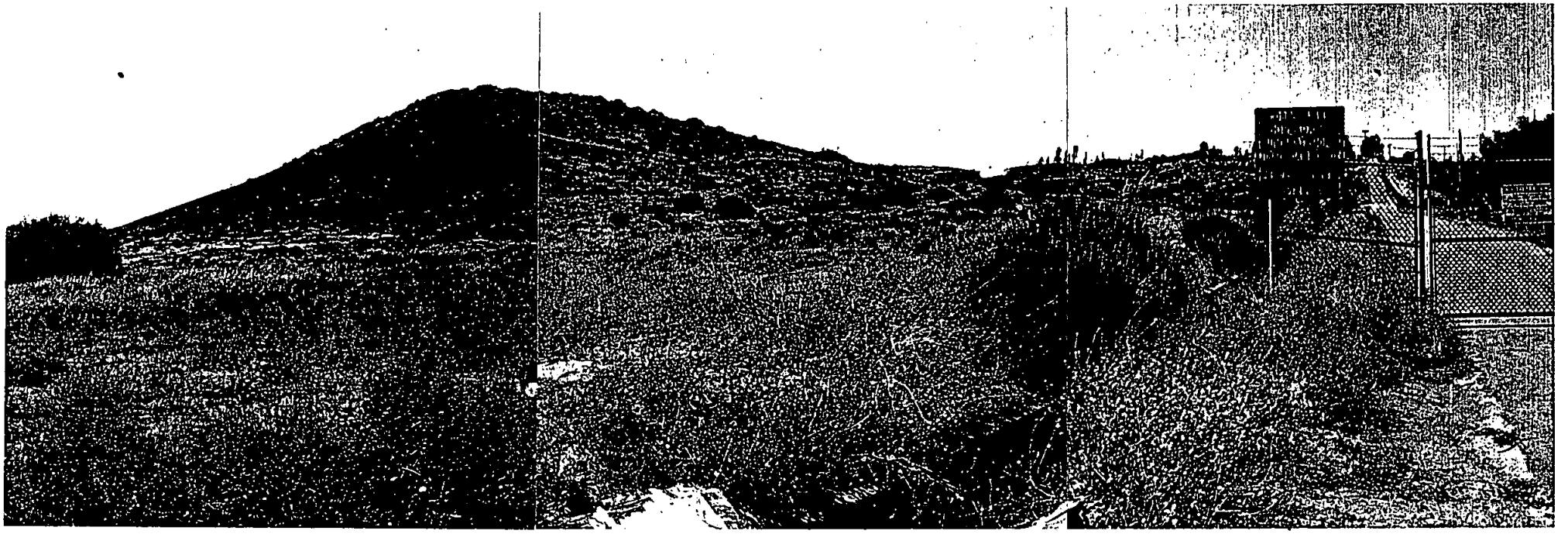

Photo of Cemetery Area — Figure 4.2-10

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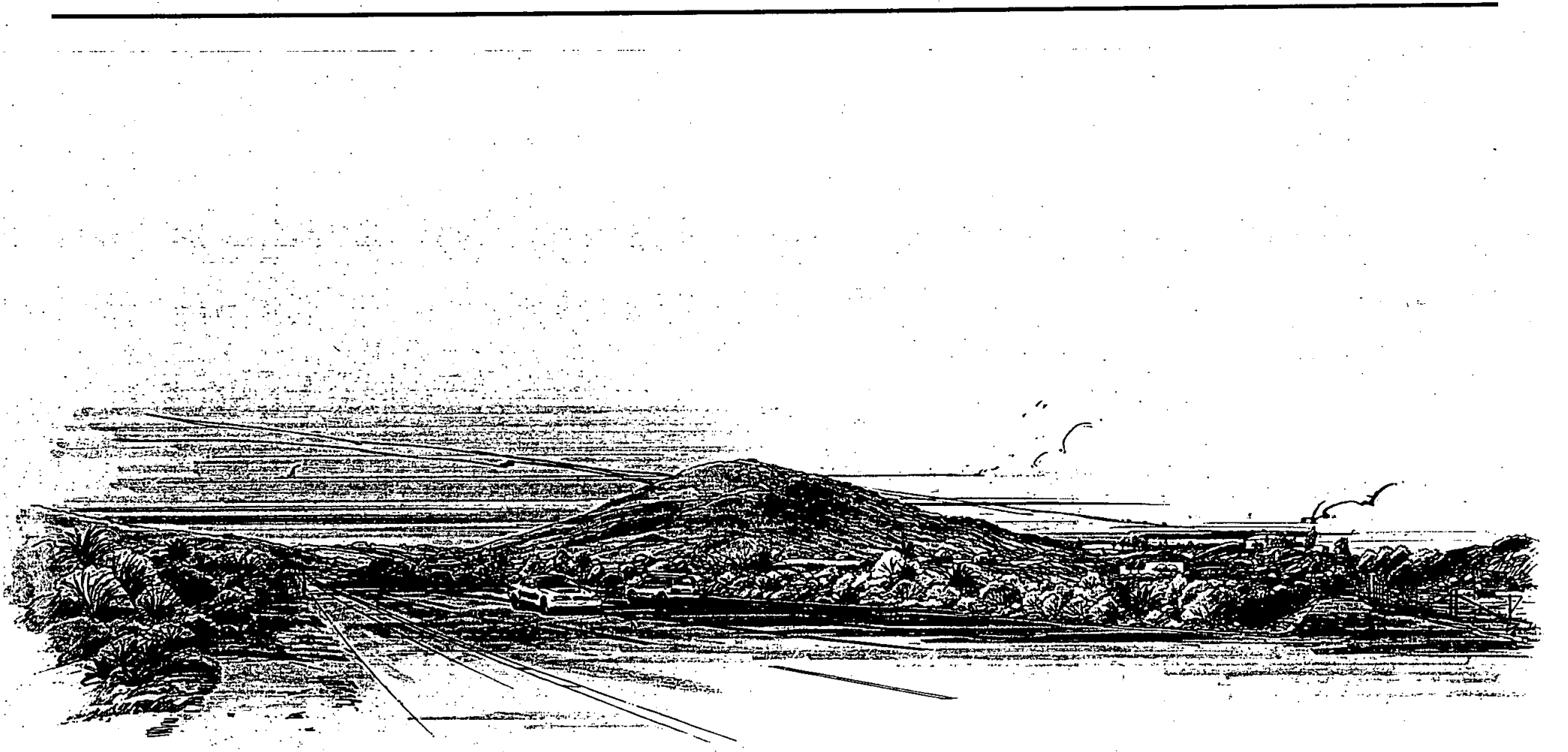

Rendering of the Proposed Cemetery Figure 4.2-11

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Given that grading for development of the proposed cemetery, only requires 20,000 cubic yards of balanced cutland fill and results in limited creation of manufactured slopes not exceeding 8 feet in height, no significant visual impacts from future cemetery grading would occur.

Relevant Land Use Plans and Policies

Scenic Highways

The proposed church and cemetery would result in development of currently vacant land that would be visible from Campo Road/SR 94 and Jamacha Boulevard, scenic highways designated by the County General Plan Scenic Highway Element. Landscaping is proposed around the perimeter of the church site and within the parking lots to screen buildings and give visual relief to large parking lots. Buildings would be set back from the roadway and not visible from much of Campo Road due to elevation differences. As discussed previously, the proposed development would not result in a significant impact to scenic resources since it would result in an extension of the existing suburban development located to the west and east of the project area along Campo Road/SR 94. In addition, the proposed relocation of the church from the visually prominent ridgetop, as approved in MUP 88-039, to the lower elevations adjacent to Campo Road would preserve the visually significant ridgetop and most of the steep slopes in open space and would locate the church in the flatter, lower elevations of the site.

Hillside Development Policy

The proposed project would be consistent with the guidelines of the Hillside Development Policy by incorporating the following grading, landform and revegetation techniques to minimize grading and visual impacts:

- The church campus has been designed to respond to the existing terrain by incorporating the following design features into the project: maximizing slope gradients for onsite roads and parking areas (up to 13% for westerly and easterly driveways and up to 5% grades for parking areas) and terracing development of the campus.
- Minimizing soil and erosion problems through implementation of the proposed landscaping plan and utilizing native and naturalized plant species adjacent to ungraded hillsides;
- Constructing split-level buildings to fit the buildings into the terrain;
- Utilizing up to 1½:1 cut slopes, benched cut slopes, retaining walls, rock bolting and soil retention walls to minimize disturbance and heights of manufactured slopes; and
- Preserving steep slopes in Lots 1 and 2 and the Campo Creek drainage south of Campo Road in open space easements.

Campo Road/SR-94 Improvements

The proposed offsite improvements within the Campo Road/SR-94 right-of-way adjacent to the project site would not result in significant visual or landform alteration impacts. The proposed improvements to Campo Road are limited to constructing acceleration and deceleration lanes and dual-left turn lanes at both of the entrances to the proposed church campus. Grading for these offsite Campo Road improvements would occur entirely on the northern side of existing Campo Road. The required grading would result in minor cut slopes along the northern side of Campo Road, mostly within disturbed manufactured slopes created by construction of the existing Campo Road. Cut slopes averaging a couple feet high would be created east and west of the western driveway to the church for a total distance of 1,000 feet. Similarly, cut slopes would also be created east and west of the east entrance to the church, extending for a distance of 1,000 feet. However, in this location slope heights would range between 20 feet and 45 feet. The landform and visual impacts resulting from the creation of these cut slopes along portions of the north side of Campo Road are not considered to be significant given the limited height of these slopes and since they would occur primarily in existing manufactured slopes created by development of the existing Campo Road.

Mitigation Measures

Implementation of the following mitigation measures for the proposed church would reduce the long-term landform alteration impacts resulting from the creation of manufactured slopes which would exceed the County's 15-foot height threshold to below a level of significance.

Mitigation Measure 4.2-1: The grading plan shall be submitted to and approved by the Director of DPLU to ensure that grading of the manufactured slopes is consistent with the tentative map grading plan. The Planning Director shall verify that the site grading conforms with the approved grading plans to minimize slope heights through the use of soil retention walls, retaining walls, rock bolting and 1½:1 cut slopes.

Implementation of the following mitigation measures would ensure that the potential visual impacts associated with the proposed church facilities are reduced to below a level of significance.

Mitigation Measure 4.2-2: The applicant shall place the open space shown on the tentative map into open space easements.

Mitigation Measure 4.2-3: Final landscape plans shall be reviewed and approved by the Director of Planning and Land Use to assure that landscape screening on the perimeter of the project and within the parking areas, and construction of a block wall between the westerly church driveway and the adjacent residences is consistent with that shown in the Conceptual Landscape Plan. The County shall confirm that planting conformed to the Final Landscape Plan.

Mitigation Measure 4.2-4: The building plans shall specify earthtone building colors and terra cotta tile roofs. The County shall confirm that the building exteriors are earthtone colors and pitched roofs are finished with terra cotta tile.

Analysis of Significance

Landform Alteration

The extent of the proposed manufactured slopes for the church development exceeds the County's grading thresholds relative to maximum 15-foot slope heights. This potentially significant impact would be reduced to below a level of significance by utilizing 1½:1 slope gradients, slope benches and retaining/soil retention walls to minimize slope heights and the placement of proposed buildings to limit views of manufactured slopes and retaining walls. Grading for the proposed cemetery would not be significant given the limited grading required to develop the cemetery.

Visual Quality

Visual quality impacts resulting from development of the proposed church campus and cemetery would be significant but mitigable. Significant visual impacts would occur until buildings are constructed and landscaping becomes established to screen views of manufactured slopes,and to soften views of the parking lot, parking deck and proposed buildings. The use of earthtone colors for building exteriors and the preservation of the prominent ridgeline and the areas south of Campo Creek as open space would also reduce visual impacts to below a level of significance.

Land Use Plans and Policies

Impacts on scenic highways would not be significant given that the proposed buildings would be setback from Campo Road, the proposed landscaping, the retention of the steep slopes and ridgeline as open space and the relationship to the surrounding suburban development. The proposed project church conforms with the County's Hillside Development Policy by incorporating several grading, landform and revegetation techniques to reduce the height and visibility of manufactured slopes.

4.3 Biology

The following discussion is based on a biological resources technical report prepared by Sweetwater Environmental Biologists (August, 1995) for the Skyline Wesleyan Church (Appendix C). Surveys of the property were conducted for the coastal California gnatcatcher during the 1993 breeding season. Surveys for the least Bell's vireo were conducted between the months of April and June 1994 and followed the official protocol of the U. S. Fish and Wildlife Service (USFWS). Rare plant surveys were conducted on May 26, 1994. Due to the extensive information which had been previously collected for this site in recent years, general field surveys for biological resources and 1994 focused surveys for the coastal California gnatcatcher were not conducted. Mapping of other biological data for the site was based on the data from the "Biological Survey Report for the State Route 54/94 Interchange and the Skyline Wesleyan Church", the Draft Habitat Conservation Plant for Rancho San Diego, the Draft Habitat Conservation Plan for the Sweetwater River, the Draft Multiple Species Conservation Program (MSCP) resource maps, and the Environmental Impact Report for the original Skyline Wesleyan Church project..

Existing Conditions

Vegetation Communities

The proposed Skyline Wesleyan Church site is comprised of the following ten vegetation communities (Figure 4.3-1): approximately 65.8 acres of Diegan coastal sage scrub (of which 4.5 acres is disturbed Diegan coastal sage scrub and another 1.1 acres is Diegan coastal sage scrub/ruderal); 2.4 acres of southern cottonwood/willow riparian forest, 2.6 acres of southern willow scrub, 0.4 acre of mulefat scrub, 6.4 acres of broom baccharis scrub, 2.9 acres of eucalyptus woodland, 21.9 acres of ruderal vegetation, and 10.4 acres of disturbed vegetation. The remaining 1.4 acres of the project area is developed. Below is a brief description of each of these vegetation communities.

Diegan Coastal Sage Scrub

Coastal sage scrub is one of the two major shrub types that occur in cismontane California. This habitat type occupies xeric areas characterized by shallow soils. The geographical range of the Diegan association occurs along the California coast from Orange County to northwestern coastal Baja California, Mexico. California sagebrush and black sage are the two dominant species in this community, in association with flat-top buckwheat and laurel sumac. High quality sage scrub on site is generally associated with the slopes on the property; disturbed sage scrub is scattered throughout the site.

The disturbed sage scrub consists of either California sagebrush- or black sage-dominated sage scrub in a disturbed state. These communities are a low quality ecotone between sage scrub and

non-native grasslands and disturbed areas. Native shrub cover is these areas is generally less than 30%.

Diegan Coastal Sage Scrub/Ruderal and Diegan Coastal Sage Scrub/Non-Native Grassland

These two ecotonal communities consist of Diegan coastal sage scrub integrating with non-native vegetation. This vegetation is a mixture of coastal sage scrub associations appearing on the site with ruderal vegetation or non-native grasses. The ruderal portion of this habitat includes areas that are highly disturbed and are dominated by non-native weedy species. These communities occur in the south-eastern corner of the site, just north of Highway 94, and also north of Highway 94, west of the project site.

Southern Cottonwood/Willow Riparian Forest

This riparian community is dominated by arroyo willow, black willow, and western sycamore in association with such understory species as: mulefat, stinging nettle, poison oak, castor bean, and tree tobacco. This community occurs along Campo Creek which flows along the southern boundary of the property, south of Campo Road.

Southern Willow Scrub

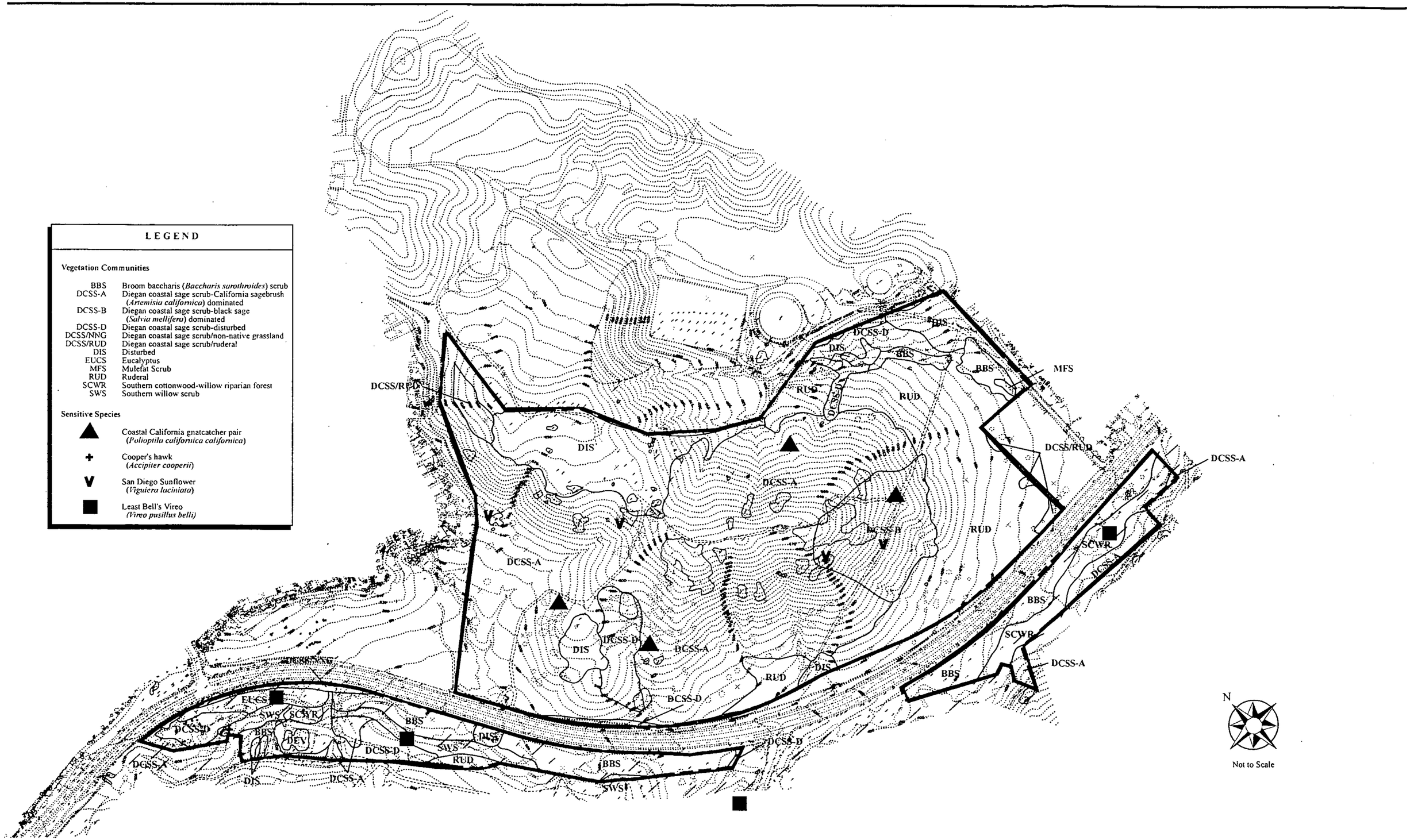
This vegetation community consists of dense, broadleaved, winter-deciduous stands of trees dominated by shrubby willows in association with mulefat. The herbaceous understory consists of curly dock, cocklebur, and western ragweed. Southern willow scrub occurs intermittently throughout portions of Campo Creek which lack significant canopy cover.

Mulefat Scrub

This riparian scrub community is dominated by mulefat and interspersed with shrubby willows. Mulefat scrub is found both within certain areas of Campo Creek and within the eastern portion of the site, immediately north of the County of San Diego maintenance yard.

Broom Baccharis Scrub

This disturbed community is typified by monotypic stands of broom baccharis. This community is not considered a wetland, although portions of this habitat are considered "Waters of the U.S." It is not considered a riparian habitat for the purposes of the Resource Protection Ordinance. Large areas of this vegetation are found intermittently between Campo Road and Campo Creek and a smaller patch occurs along the drainage in the northeastern corner of the site.



Biological Resources Map

Figure 4.3-1

Disturbed Areas

Disturbed areas are those that are dominated by bare ground and limited vegetative cover mostly consisting of non-native, weedy species that are adapted to a regime of frequent disturbance. Characteristic species include red brome and Russian thistle. Most of these areas previously supported Diegan coastal sage scrub, and have the potential to recover to sage scrub if the disturbance is discontinued. The existing onsite trails within sage scrub communities are included within the disturbed categories. The disturbed areas onsite include those areas previously cleared as part of earlier project approvals.

Ruderal Vegetation

These areas are highly disturbed and are dominated by non-native weedy species adapted to frequent disturbance. The distinction between disturbed and ruderal areas lies in the fact that ruderal areas have not been disturbed as recently and have a larger degree of vegetative cover. Characteristic species include red brome, mustard, and tocalote.

Eucalyptus Woodland

Eucalyptus woodland is dominated by eucalyptus (*Eucalyptus* spp.), an introduced species, that produces a large amount of leaf and bark litter. The chemical and physical characteristics of this litter limits the ability of other species to grow in the understory and both plant and animal diversity decreases. If sufficient moisture is available, eucalyptus trees become naturalized and are able to reproduce and expand their range. A eucalyptus woodland occurs at the extreme western end of the property adjacent to SR-94.

Developed Areas

Developed areas have been completely disturbed by the placement of man-made structures or other on-going human activity. The only developed area within the project area is the San Diego Gas and Electric substation south of SR-94.

Plants

A total of 77 native and 15 non-native plant species were observed throughout the Skyline Wesleyan Church site (please refer to pages A-1 to A-4 of Appendix C for a comprehensive listing of these species).

Wildlife

A total of 67 wildlife species were observed onsite.

Amphibians

Although no amphibian species were observed, several species typical of the area are expected to occur onsite including the Pacific chorus frog, the California toad, and the California slender salamander.

Reptiles

Eight reptile species were observed onsite including: western fence lizard, side-blotched lizard, granite spiny lizard, orangethroat whiptail, southern Pacific rattlesnake, northern red-diamond rattlesnake, common kingsnake, and gopher snake. Several other species are expected to occur onsite including the alligator lizard and the Coronado Island skink.

Birds

Forty-nine species of birds were observed on the site, including: Anna's hummingbird, California towhee, California quail, bushtit, wrentit, California thrasher, and house finch. See pages A-5 to A-6 of Appendix C for a complete bird list of the site.

Mammals

Ten species of mammals were observed onsite including: California ground squirrel, Botta's pocket gopher, and desert cottontail. A number of other species could also occur because the site is within their known population distributions and contains their preferred habitats. See pages A-6 to A-7 for a complete mammal list of the site.

Sensitive Habitats/Species

A number of agencies and special interest groups publish lists of sensitive plant and wildlife species. The USFWS and CDFG publish a comprehensive list through the Natural Diversity Data Base, which includes the following categories: "Federal Endangered Species", "Federal Threatened Species", "Species Proposed for Federal Listing as Endangered or Threatened", "Federal Candidate Species", "California Endangered Species", "California Threatened Species", "California Rare Species" (plants only), "California Fully Protected Species" (wildlife only), and "California Species of Special Concern" (wildlife only). Federal Candidate species are considered either Category 1 or 2. Category 1 candidate species are those taxa for which the USFWS has sufficient biological information to support a proposal to list as Endangered or Threatened. Category 2 candidate species are those taxa for which existing information may warrant listing, but substantial biological information to support a proposed rule is lacking.

The California Native Plant Society (CNPS) evaluates the sensitivity of a plant species based on its rarity, endangerment, and distribution. Number values are assigned to these categories which, when considered together, are the basis for placement on one of four lists: List 1B - "Plants

Rare, Threatened, or Endangered in California and Elsewhere"; List 2 - "Plants Rare, Threatened, or Endangered in California, But More Common Elsewhere"; List 3 - "Plants About Which We Need More Information (A Review List)"; and List 4 - "Plants of Limited Distribution (A Watch List)".

The San Diego Herpetological Society (SDHS) has published a listing of "Endangered" and "Threatened" amphibian and reptile species of San Diego County. In this listing, "an endangered species is defined to be one whose population and habitat distribution have been reduced to such a widespread extent that the species is unable to reproduce at a normal rate and is imminently near extinction throughout the majority of its remaining distribution. A threatened species is defined to be one which has had significant population depletion and/or habitat destruction and is potentially endangered but (is) presently reproducing at or near normal where it still occurs."

The Blue List is a national listing which serves as an "early warning system for sensitive birds." In addition to reporting on federal action for listed species, it separates the species into those of national and local concern. The local Audubon Society has published a list of sensitive bird species for San Diego County. This listing categorizes species as "Threatened", "Declining", or "Sensitive". Threatened "status is accorded to those species or subspecies which have undergone dramatic, non-cyclical, long-term population declines, to the point where the situation has reached the critical level throughout their range." Declining "status is given to species whose local breeding populations have been steadily reduced, or in some cases extirpated." Sensitive species "are those for which declines have not been documented, but are regarded as such because of: (a) extremely localized or limited distribution, (b) sensitivity to disturbance, (c) actual or impending destruction of essential habitat, or (d) lack of sufficient data on current or past status which significantly increased the potential for serious reduction of a local population."

Habitats

Sensitive habitats are those which are considered rare or declining within the region; are listed by the Conservation Element of the San Diego County General Plan; or support sensitive plants or animals. Sensitive habitats within the Skyline Wesleyan Church site include: Diegan coastal sage scrub, southern cottonwood/willow riparian forest, southern willow scrub, mulefat scrub and broom baccharis scrub.

Diegan Coastal Sage Scrub

The Diegan Coastal Sage Scrub is considered a regionally important habitat that is considered sensitive by several resource agencies because it is habitat for a number of sensitive species. The amount of this habitat type in the County of San Diego has been significantly reduced by development. Approximately 70% of the Diegan Coastal Sage Scrub which historically covered the county has been lost due to development and agriculture activities.

In response to the recent listing of the coastal California gnatcatcher as a federal Threatened Species, the U.S. Fish and Wildlife Service adopted a section 4(d) special rule to authorize incidental take of the gnatcatcher and the coastal sage habitat upon which it depends. The 4(d) Rule is based on a State-wide plan known as the Natural Communities Conservation Plan (NCCP), which is currently being prepared by the State of California Department of Fish and Game. The NCCP will create a long-term conservation plan for coastal sage scrub upon which the gnatcatcher relies almost exclusively and, thus, will satisfy the requirements of section 4(d) of the federal Endangered Species Act which allows for incidental "take" of the gnatcatcher.

The 4(d) Rule also establishes a program to allow a limited "interim" take of coastal sage scrub until the NCCP is formally adopted. The interim take provision proposed until the NCCP process is complete, would allow the loss of no more than 5% of the coastal sage scrub within a defined subregion with the issuance of an interim habitat loss permit. The interim take provision of the 4(d) Rule encourages the take prior to NCCP adoption to be limited to low quality coastal sage scrub. Low quality coastal sage scrub is described as having the following characteristics: small, isolated patches; not in close proximity to high value areas; not linking high value areas; and not possessing significant sensitive species.

This "interim" take of coastal California gnatcatcher habitat within each subregion would be allowed upon the following findings:

- The proposed habitat loss is consistent with the following interim loss criteria in the Conservation Guidelines, and with any subregional process if established by the subregion (e.g., the MSCP Framework Plan and Subarea planning process);

    - The habitat loss does not cumulatively exceed the 5% guideline.
    - The habitat loss will not preclude connectivity between areas of high habitat values.
    - The habitat loss will not preclude or prevent the preparation of a subregional NCCP (e.g., MSCP Subarea Plans).
    - The habitat loss has been minimized and mitigated to the maximum extent practicable in accordance with Section 4.3 of the NCCP Process Guidelines.

- The habitat loss will not appreciably reduce the likelihood of the survival and recovery of listed species in the wild; and

- The habitat loss is incidental to otherwise lawful activities.

Areas of high habitat value, or "core" areas, would be evaluated according to the Evaluation Logic Flow Chart found in the NCCP Process Guidelines. Draft findings for interim habitat loss for the subject property would then be reviewed and approved by the resource agencies. Project design must be consistent with the NCCP process guidelines, and the resource agencies (USFWS and CDFG) must concur with both the project design and the findings.

The applicant has worked with the USFWS and CDFG in the configuration of onsite development and open space areas in relation to offsite open space, and to outline mitigation requirements for the proposed project. Through this consultation with these resource agencies, an agreement on the mitigation measures has been reached. These measures are outlined in the Mitigation Section below.

Mulefat Scrub

This community is considered sensitive by local, State and Federal agencies because it is a riparian community. Many bird species are restricted to riparian habitat and are dependent upon it for breeding. Overall wildlife diversity is normally higher in riparian zones than in surrounding habitats. Portions of, or all of this community could potentially be a wetland. Riparian communities have been drastically reduced and degraded in both San Diego County and California.

Southern Cottonwood-Willow Riparian Forest

This community is considered sensitive because it is a riparian community. This community may also be a wetland.

Southern Willow Scrub

This community is considered sensitive because it is a riparian community. This community may also be a wetland.

Plants

Three sensitive plant species were observed within the subject property: San Diego sagewort, ashy spike-moss and San Diego sunflower (Figure 4-3.1). The San Diego sagewort is a CNPS List 2 species, while the San Diego sunflower and ashy spike-moss are CNPS List 4 species. The San Diego sunflower is a common component of the sage scrub onsite. Fewer that 15 individuals of San Diego sagewort were observed on the lower slopes immediately north of Campo Creek. The ashy spike-moss was observed in the northern portion of the project site, and on the slopes adjacent to Campo Creek within the proposed highway alignment area.

No sensitive annual plant species were observed onsite. Nine other sensitive plant species are known to occur within the vicinity of the Skyline Wesleyan Church but not observed onsite. These are discussed on pages 26 and B1 of Appendix C.

Wildlife

Eleven sensitive animal species have been observed within the subject property: least Bell's vireo, coastal California gnatcatcher, orangethroat whiptail, northern red-diamond rattlesnake,

yellow-breasted chat, yellow warbler, Cooper's hawk, southern California rufous-crowned sparrow, northern harrier, loggerhead shrike, and San Diego black-tailed jackrabbit (Figure 4.3-1).

One pair of the federally- and state-endangered least Bell's vireo was observed along Campo Creek just south of the subject property. Previous surveys had detected as many as five pairs along Campo Creek, although no vireos had been detected since 1988. The presence of this pair represents a significant biological resource.

Four pairs of the federally-threatened coastal California gnatcatcher were observed onsite and a fifth pair was observed just offsite (on the Otay Water District property). All five pairs were banded. The breeding territories of all of these pairs were documented during the 1993 surveys. All of the pairs were occupying Diegan coastal sage scrub, with three pairs occurring to the east of the site's dominant ridgeline and two to the west.

One individual of the orangethroat whiptail, a federal Category 2 (C2) and "California Species of Special Concern", was observed within the sage scrub onsite. One individual of the northern red-diamond rattlesnake, a federal Category 2 (C2) and "California Species of Special Concern", was observed in the southeastern portion of the site.

One individual of the southern California rufous-crowned sparrow, a "California Species of Special Concern", was observed within the sage scrub in the southern portion of the site. One Cooper's hawk, a "California Species of Special Concern", was observed within the Campo Creek riparian habitat northwest of the SDG&E facility. At least one northern harrier, a "California Species of Special Concern", was observed flying over the site. One individual of loggerhead shrike, a federal Category 2 (C2) and "California Species of Special Concern", was observed onsite and may be paired.

Two yellow warblers, a "California Species of Special Concern", were observed within the riparian habitat along Campo Creek and may breed onsite. One pair of yellow-breasted chats, a "California Species of Special Concern", were observed within the riparian habitat along Campo Creek and likely breeds onsite. San Diego black-tailed jackrabbits, a federal Category 2 (C2) and "California Species of Special Concern", were observed during numerous surveys at different locations and are expected to use the entire site.

Ten additional sensitive animal species are thought to have reasonably good potential to occur onsite due to the presence of preferred vegetation or habitat. Sensitive animals with the potential to occur on the site are described in pages B-1 to B-2 in Appendix C. These species include seven reptiles, two birds and one mammal.

Regional Context of the Site

The project lies within the study area for the Clean Water Program's Multiple Species Conservation Plan (MSCP). While the MSCP does map high quality habitat on the project site,

the site lies outside of any biological core area or wildlife corridor/linkage identified by the MSCP and is not part of any of the preserve alternatives under consideration. Even Campo Creek, immediately south of the church site, is not included in a core biological or future preserve area. However, the Campo Creek area is part of an area of Rancho San Diego which is currently in the process of being acquired by the County of San Diego and other agencies as a mitigation bank and potentially as a national wildlife refuge.

Other natural areas around the project include approximately 60 acres of land within the Cuyamaca College to the northeast which have been set aside as permanent open space and a 29-acre, natural-resource-based park known as Damon Lane Park which lies north of the project site across Fury Lane. Cuyamaca College and Damon Lane Park are illustrated on Figure 3.2-1.

Impacts

The project proposes development of church facilities and future cemetery, north of Campo Road. The church facilities will impact approximately 24.8 acres, the cemetery will impact approximately 8.4 acres. Besides the rip rap for the energy dissipators located just to the south of Campo Road, no development is proposed for the portion of the project site south of Campo Road. Therefore, the following analysis of impacts and mitigation measures is focused on the proposed development of a church and cemetery, north of Campo Road.

Implementation of the proposed Skyline Wesleyan Church would result in both direct and indirect impacts to the biological resources onsite. Direct impacts would be caused by clearing and grading of native vegetation or habitat. Examples of indirect impacts include habitat fragmentation, habitat insularization, edge effect, exotic species invasion, and increased human intrusion. Indirect impacts from the Skyline Wesleyan Church project would occur primarily as a result of increased human presence and associated increases in lighting and noise. Indirect impacts are usually difficult to quantify and are discussed in this report only where they may be significant according to the CEQA.

Direct Impacts

Direct impacts would occur over that portion of Lot 1 which would be graded to accommodate the proposed church; the balance of this lot would be placed in an open space easement with the exception of foot-trails to be used to access the cross on the top of the hill behind the proposed church. Direct impacts for Lot 2 (the cemetery) would occur over that area which would be graded for the proposed cemetery. Additional impacts on Lots 1 and 2 would arise from the proposed road that would connect the church facilities with the cemetery. Impacts would also occur from the placement of rip rap at the discharge points for energy dissipators for Campo Road (adjacent to the road).

Direct impacts would also occur from offsite improvements associated with the project. A 30-foot fuel modification zone requested by the Fire Marshall to be maintained by the SWC along

the back of residential properties between Via Palma and Via Escuda. This fire break would also serve as the alignment for an offsite water connection required for the project. Impacts would also occur with improvements required for Campo Road/SR 94 within the Caltrans right-of-way. (These impacts are discussed at the end of this impacts discussion.)

Vegetation

Figure 4.3.2 illustrates the extent of anticipated impacts to the various vegetation communities associated with the project. Table 4.3-1 quantifies the projected loss for each affected habitat type.

Sensitive Habitats

The proposed church would impact approximately 24.8 acres. The following sensitive habitats and acreages would be directly impacted by the proposed church: 19.4 acres of Diegan coastal sage scrub, and 2.3 acres of disturbed Diegan coastal sage scrub.

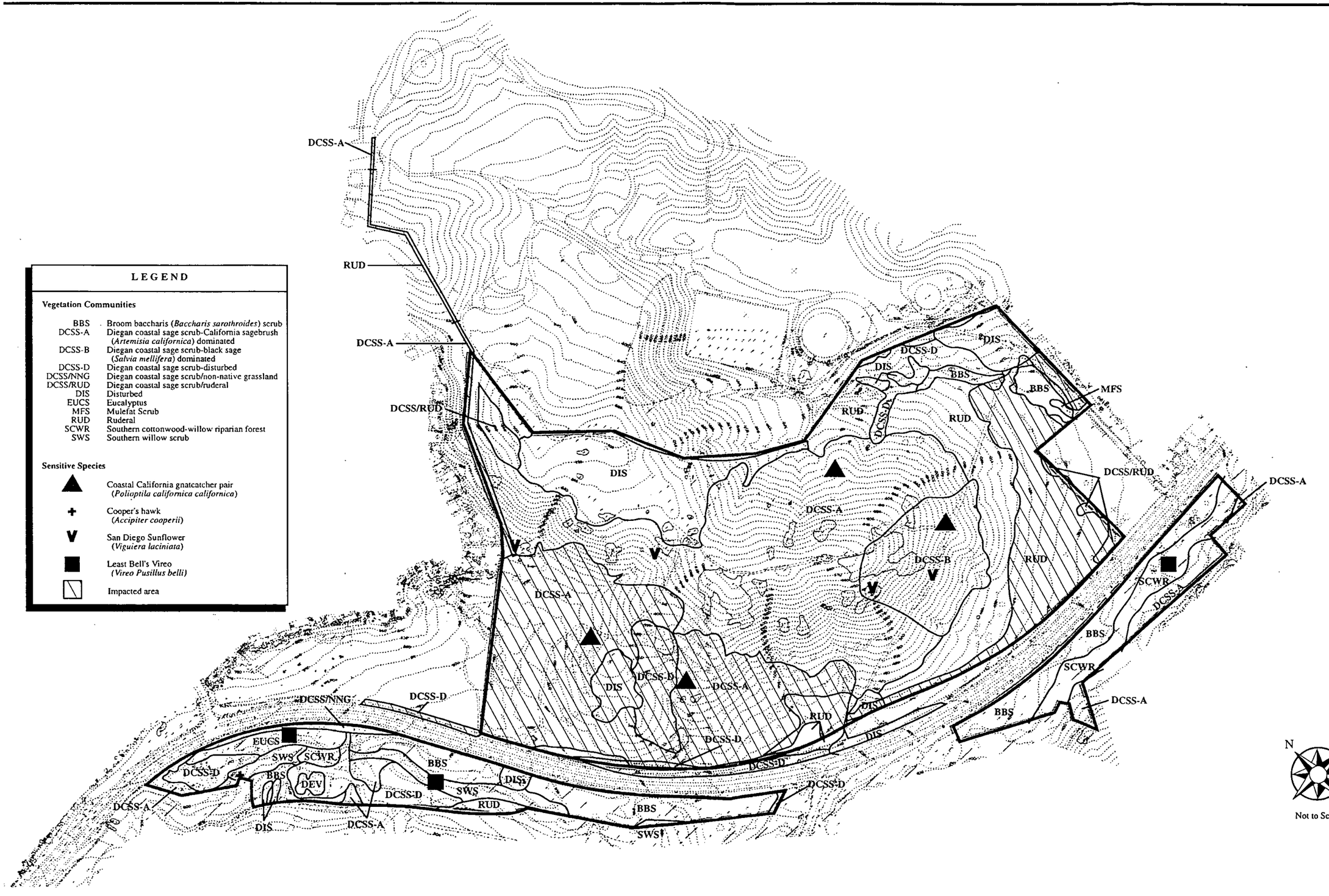
The proposed cemetery would impact approximately 8.4 acres. The majority of the impacts would be on ruderal or disturbed vegetation although 0.2 acre of broom baccharis scrub, 0.1 acre of disturbed Diegan coastal sage scrub and 0.1 acre of Diegan coastal sage scrub/Ruderal would be lost. The offsite water line and fuel modification zone would impact 0.1 acre of Diegan coastal sage scrub-California sage brush. The energy dissipators would impact approximately 0.03 acre of broom baccharis scrub. The potential significance of these impacts are analyzed below.

Diegan Coastal Sage Scrub

The most significant resource on this site is the Diegan coastal sage scrub community which currently supports the federally-threatened coastal California gnatcatcher. Impacts to the Diegan coastal sage scrub, the disturbed sage scrub and the Diegan coastal sage scrub/ruderal ecotone are considered significant.

Broom Baccharis Scrub

The impacts to broom baccharis scrub would be limited to the cemetery (0.2 acre) and the energy dissipators (0.03 acre). These impacts would not be considered significant because this is not a sensitive community. However, a portion of this community is considered "Waters of the U.S.".Impacts to the 0.2 acre of "Waters of the U.S." would require notification of the U.S. Army Corps of Engineers under the Nationwide 26 Permit program.



Biological Resources Impact Map

Figure 4.3-2

TABLE 4.3-1
Vegetation Types and Impacts (Acres)

Vegetation Types	Onsite Totals	Vegetation Impacts				Total [2] Project Impacts (Onsite and Offsite)	Preserved [2] (Onsite)
		Onsite Impacts		Offsite Improvements [1]			
		Church	Cemetery	Road[3]	Waterline		
Diegan Coastal Sage Scrub	60.2	19.4	---	---	0.1	19.5 (32%)	40.8 (68%)
Diegan Coastal Sage Scrub-Disturbed	4.5	2.3	0.1	1.0	---	3.4 (53%)	2.1 (47%)
Diegan Coastal Sage Scrub/Non-Native Grassland	___	---	---	0.03	---	0.03	___
Diegan Coastal Sage Scrub/Ruderal	1.1	---	0.1	---	---	0.1 (9%)	1.0 (91%)
Broom Baccharis	6.4	---	0.2	0.03	---	0.23 (3%)	6.2 (97%)
Mulefat Scrub	0.4	---	---	---	---	0 (0%)	0.4 (100%)
Southern Cottonwood-Willow Riparian Forest	2.4	---	---	---	---	0 (0%)	2.4 (100%)
Southern Willow Scrub	2.6	---	---	---	---	0 (0%)	2.6 (100%)
Ruderal	21.9	1.7	7.6	---	0.5	9.8 (42%)	12.6 (58%)
Disturbed/Developed	11.8	1.4	0.4	0.6	0.1	2.5 (15%)	10.0 (85%)
Eucalyptus	2.9	---	---	---	---	---	2.9 (100%)
TOTALS	114.2	24.8	8.4	1.7	0.7	35.6 (29%)	81.0 (71%)

[1] Offsite impacts not included in existing totals nor percentages of total project impacts and preserved.
[2] Percentages reflect onsite areas only.
[3] Includes rip rap for culverts under Campo Road.

Sensitive Plants

The only sensitive plant that would be impacted by the project would be the San Diego sunflower. This species is distributed throughout the site. Approximately 27 percent of the San Diego sunflowers would be impacted by the project. Because of the low sensitivity and significant amount of habitat retained in open space, these impacts are considered adverse but not significant.

Sensitive Wildlife

Implementation of the proposed church project would result in unavoidable impacts to the federally-threatened coastal California gnatcatcher and its habitat, Diegan coastal sage scrub. Two pairs of this species and 23.03 (onsite and offsite) acres of suitable habitat would at least be partially impacted by the church project. These impacts are considered significant.

The project would directly impact the habitat (Diegan coastal sage scrub) of the orangethroat whiptail, San Diego horned lizard, northern red-diamond rattlesnake, and San Diego black-tailed jackrabbit. Impacts to the habitat of these species (onsite and offsite) totals approximately 23.03 acres. Because of the amount of habitat being retained on site (43.9 acres), these impacts are considered adverse but not significant.

The Cooper's hawk may lose a portion of its foraging habitat. Since the breeding habitat of this species will not be impacted, impacts to this species are considered adverse but not significant.

Indirect Impacts

Implementation of the Skyline Wesleyan Church project would result in the indirect impacts to existing biological resources onsite. Such impacts would arise from increased levels of noise and lighting into natural areas, trampling due to increased human activity in natural areas, and invasion of non-native, weedy species.

Sensitive Habitats

Implementation of the proposed project could result in indirect impacts to the Diegan coastal sage scrub onsite. These impacts would be associated with human intrusion and exotic species invasion into the sage scrub onsite. Both the church facilities and the cemetery lots could indirectly impact sage scrub. The church facilities would indirectly impact sage scrub to the north and disturbed sage scrub, offsite to the west. The cemetery could indirectly impact sage scrub and disturbed sage scrub to the west (within the IOD for the alignment of State Route 54) and the sage scrub/ruderal habitat within the easement along the eastern boundary of Lot 3. Indirect impacts to the sage scrub and disturbed sage scrub communities are not considered significant.

Sensitive Plants

Implementation of the proposed project could result in indirect impacts to the San Diego sunflower. These impacts would be associated with human intrusion and exotic species invasion. Because of the low sensitivity and significant amount of habitat retained in open space, these impacts are considered adverse but not significant.

Sensitive Wildlife

Implementation of the proposed project could result in indirect impacts to the coastal California gnatcatcher as the result of increased levels in light and noise from the construction and ultimate use of the facilities onsite. In the past, noise levels of 60 decibels have been widely used as a threshold limit for significant noise impacts to the coastal California gnatcatcher. Based upon recent studies, however, noise impacts of 60 decibels may not constitute a significant indirect impact to the gnatcatcher (Awbrey 1993). Due to the proximity of Campo Road to the proposed development areas, existing noise levels due to traffic are quite high. For the purposes of this impact assessment, noise levels exceeding 65 dB(A) are used as the basis for determining significance.

During construction, noise impacts would be increased temporarily due to the operation of heavy equipment. These impacts would most affect the areas immediately adjacent to areas to be graded, where noise from earth-moving equipment could reach levels of up to 90 dB(A) to approximately 50 feet from the noise source. Hourly average noise levels could exceed 65 dB(A) to approximately 750 feet from the noise source. However, because of variations in the terrain of the site, the area impacted by noise would be considerably less than 750 feet from the source. Noise impacts would definitely exceed 65 dB(A). These impacts are considered significant. Once the facility is completed, site activities generally would not generate significant noise levels above 65 dB(A), although there may be limited activities that could create noise levels exceeding 65 dB(A). These temporary incidents are likely to be rare events, and therefore are not considered significant.

Lighting would be increased during construction and operation of the church and associated structures. These impacts are considered significant.

Regional Impacts

Implementation of the proposed project would not have significant regional biological impacts. As stated earlier, the site does not lie within a regional biological core area of the MSCP, nor is it identified as within a linkage area connecting biological core areas. In addition, the Natural Community Conservation Planning Process Guidelines provides an Evaluation Logic Flow Chart for defining the long-term conservation potential of sage scrub habitat (CDFG, 1993). Under these guidelines, the site does not qualify as a Higher Value District because it does not show higher potential value for long-term conservation. This conclusion is based upon three primary

factors. First, the sage scrub onsite is not the densest sage scrub habitat in the subregion. Second, the site is not located within a corridor between higher value areas. Third, the site does not support significant populations of target species. Therefore, the on-site sage scrub is considered to have an intermediate potential for long-term conservation.

While undisturbed natural areas do occur in the vicinity of the church site, they are relatively isolated areas within a developed area and are not considered to be regionally significant as illustrated by the fact that they are not in an MSCP core biological area or core linkage. As evident on Figure 3.2-1, connection between Damon Lane Park, the Cuyamaca College open space, and the church site is already tenuous due to the existing development pattern. Furthermore, a six-foot chain link fence between the County and OWD access driveways meets a similar fence around the OWD facilities in the northeast corner of the property. While this fence does not preclude bird or reptile movement, moderate-sized mammal movement has likely been eliminated here.

Wildlife seeking to move through the area north of the project are confronted with a number of constrictions and obstacles formed by housing developments, fences and roads. Animals moving to and from Damon Lane Park to the south must cross Fury Lane and travel through an approximately 500-foot gap between two residential areas. Between Damon Lane Park and the church site, animals can travel through the Cuyamaca College open space area, which lies between Cuyamaca College and the OWD water storage facilities. The average width of this area ranges between 250 and 750 feet but it narrows to about 200 feet at its southern terminus where it meets the rear of an existing County equipment yard, liquor store and gas station on Campo Road. This development combined with Campo Road form a major obstacle to movement on-foot through from the Cuyamaca College open space to the Campo Creek area.

While as stated earlier, the Campo Creek area is not within an MSCP core area, it is considered a valuable open space area. While spatially adjacent to the project site, the existing and future SR 94 roadways as well as the planned SR 54 and its interchange with SR 94 represent additional major obstacles for wildlife movement between Campo Creek and natural areas to the north within Cuyamaca College, Damon Lane Park and the project site. Wide expanses of roadways are generally considered substantial barriers to ground movement of wildlife, although roads are generally less of an impediment to bird migration.

While the project area is not considered a regional biological resource, the project has been designed to facilitate, to the greatest degree possible, bird movement between Damon Lane Park, Cuyamaca College and the proposed open space, south of Campo Creek. As ground movement is precluded by fences, no provision for this form of wildlife movement is proposed. The cemetery and church have been sited to maintain native vegetation between the two uses. This area would provide "landing areas" for birds as they move through the area. In addition, the landscape material to be located in and around the cemetery has been selected to include native plants which would create valuable perching and foraging areas for birds. Both native and non-

invasive exotics would be used within the cemetery, and only natives would be used in the cemetery perimeter.

Several studies have been done that provide insight into what is necessary for the movement, or dispersal, of the coastal California gnatcatcher. Ogden (1994) documented dispersal of banded birds between areas of coastal sage scrub separated by blocks of urbanization, including across Highways 54 and 94. In this study the mean dispersal distance observed through both native habitat and urbanized areas was 1.75 miles (range 0.55 - 6.1 miles) for 28 juvenile birds. Atwood, et al. (1994) in studies conducted on the Palos Verdes Peninsula, observed mean dispersal distances observed through both native habitat and urbanized areas for 19 juveniles was 1.17 km (approximately 1 mile, range 0 - 4.0 miles), and the mean dispersal distances observed for 11 adults was 0.47 km (approximately 0.3 mile, range 0 - 1.5 miles). This included the movement of at least one banded gnatcatcher across an area of several miles that had been totally urbanized. Based on the Ogden (1994) and Atwood, et al. (1994) dispersal data, it appears that proposed "landing areas" may provide suitable connectivity for gnatcatchers on at least the local level across Highway 94 to the south and Cuyamaca College to the east. It should be noted, however, that the value of the landing area between the proposed church and cemetery would essentially be eliminated by SR 54 when it is ultimately constructed through the project site.

In summary, the project would not have a significant impact on regional biological resources nor would it impact significant wildlife movement corridors. The design of the project and the proposed open space would retain opportunities for birds to move through the area which are similar to conditions which already exist to the north. The open space areas on site should provide sufficient long-term habitat for at least four pairs of gnatcatchers; thereby providing a population base that will provide for periodic dispersal of juvenile birds offsite to Cuyamaca College, Damon Lane Park and areas south of Campo Creek.

Campo Road/SR-94 Improvements

Direct impacts to biological resources would also occur as the result of improvements along Campo Road/SR 94 that are associated with the two entrances for the church. Approximately 1.6 acres of habitat would be impacted by these improvements including: one acre of disturbed Diegan coastal sage scrub, 0.03 acre of Diegan coastal sage scrub/non-native grassland ecotone, and 0.6 acre of disturbed habitat. Impacts to the disturbed Diegan coastal sage scrub and Diegan coastal sage scrub/non-native grassland ecotone are considered significant. Given the small area impacted and the disturbed condition of the impacted habitat, any impacts to sensitive species are not considered significant.

Mitigation Measures

The following mitigation measures are recommended to reduce the project impacts to biological resources onsite. Proposed mitigation measures are based on the requirements of CEQA, County of San Diego RPO and 4(d) Rule requirements and on the requirements of Federal and State

agencies. CEQA requires mitigation to offset biological impacts which are considered significant and the RPO allows for "no net loss" of areas defined as "sensitive habitat lands." Implementation of the following mitigation measures would reduce the direct and indirect impacts to the Diegan coastal sage scrub and the associated coastal California gnatcatcher, and would result in no net loss of sensitive habitat lands.

Mitigation Measure 4.3-1: The open space within the project boundary shall be placed in a dedicated open space easement to the satisfaction of the Director, Department of Planning and Land Use. This onsite Habitat Preservation Program will preserve approximately 44 acres of Diegan coastal sage scrub onsite. All of the habitat being utilized by two pairs of gnatcatchers, and portions of the other three pairs territories would also be preserved. In addition, 5.4 acres of riparian habitats, and sensitive plant and animal populations would also be preserved. Another 10.6 acres of disturbed habitat that was previously cleared, would also be retained and would likely ultimately recover to Diegan coastal sage scrub.

Mitigation Measure 4.3-2: A final Restoration Plan shall be approved by the Director, Department of Planning and Land Use and the California Department of Fish and Game. The final plan shall specify the planting program as well as a monitoring and maintenance program. The passive restoration program shall occur on the 10.6 acres of the site that was cleared as part of the previous project approvals. The disturbed areas will be over seeded with a coastal sage scrub seed mix consistent with the sage scrub present onsite. The site will be hand weeded, once in March and once in May, for sweet fennel (*Foeniculum vulgare*) during the first year.

Refer to comment H.7

Mitigation Measure 4.3-3: The applicant shall purchase mitigation credits over 23.03 acres of Diegan coastal sage scrub in the McInty Mountain land bank owned and maintained by The Environmental Trust, or a conservation easement over an equivalent parcel. The Environmental Trust shall provide documentation to the Director of the Department of Planning and Land Use that these mitigation credits have been allocated or that an equivalent conservation easement has been purchased. This 23.03 acres would mitigate for the 21.9 acres of impacts to sage scrub from the proposed project, the 1.03 acres impacted by Campo Road/SR 94 improvements and the 0.1 acres impacted by the offsite water line.

Refer to AIS

Mitigation Measure 4.3-4: The applicant shall demonstrate to the satisfaction of the Director, Planning and Land Use that a habitat loss permit under the provisions of the 4(d) Rule of the federal Endangered Species Act or an equivalent approval has been granted for the loss of the bird's habitat which would occur with the grading.

Mitigation Measure 4.3-5: Fencing shall be constructed around the pad area or lot lines adjacent to the proposed natural open space areas to the satisfaction of the Director, Department of Planning and Land Use. This measure would protect the natural open space areas from human intrusion.

Mitigation Measure 4.3-6: The grading plan shall be conditioned to restrict any clearing, thinning or other alteration of the Diegan coastal sage scrub during the gnatcatcher breeding period (February 15 and August 15), unless approved by the U.S. Fish and Wildlife Service. In addition, lighting within development projects adjacent to natural open space areas shall be selectively placed, shielded, and directed away from these areas. Lighting abutting conserved habitat will be screened with vegetation, and large spotlight-type lighting will be prohibited.

Refer to comment C.2

Mitigation Measure 4.3-7: No grading restrictions shall be placed on the northern and eastern boundaries of the grading limits. No grading shall be allowed within 100 feet of an active nest on the western boundary of the grading limits while the nest is active. If no active nest is located within 100 feet of the western grading boundary, grading shall be allowed but be limited to between the hours of 11 a.m. and 3 p.m. during the gnatcatcher breeding season (February 15 through August 15) along the western grading boundary. The purpose of this measure is to limit grading to the period when gnatcatchers are least active, when predators are least active, and when winds are generally strongest. This will minimize disturbance to the gnatcatcher, minimize the potential for predation of a nest because predators are less active, and a nest is more difficult to find when afternoon winds increase.

Refer to comment C.2

Mitigation Measure 4.3-8: The applicant shall obtain appropriate permits or provide evidence that permits are not required from the U.S. Army Corps of Engineers and the California Department of Fish and Game for impacts to broom baccharis scrub.

Mitigation Measures 4.3-9: Final landscape plans shall be reviewed and approved by the Director of the Department of Planning and Land Use for conformance with the conceptual landscape plan which includes the use of native species in the "transition" planting zones of the cemetery to provide "landing areas" for birds. The final landscape plan shall specify that invasive plant material shall be removed from the "transition" planting zone around the cemetery on a regular basis.

Analysis of Significance

With the dedication of the onsite open space easements, the restoration of 10.6 acres of disturbed habitat onsite, the acquisition of 23.03 acres of habitat in an offsite mitigation bank, and the issuance of an interim take permit, the direct impacts to the Diegan coastal sage scrub and coastal California gnatcatcher would be reduced to below a level of significance. With implementation of fencing, lighting controls and the minimization of construction noise levels, the indirect impacts of edge effects, night lighting, and construction noise on the sensitive biological resources onsite would be reduced to below a level of significance.

With respect to the findings relative to the 4(d) Rule, it is concluded that the project would not conflict with the criteria of the Conservation Guidelines referenced earlier. The project would not result in exceeding the cumulative 5 percent guideline interim loss of sage scrub habitat. The County's 5 percent interim take allotment for sage scrub in the southern portion of the County

is 3,078.1 acres. To date (5-18-95), 53.8 acres has been approved for take, with 3,024.3 acres remaining. The project would not preclude connectivity between areas of high habitat value. The development would not interfere with regional open space plans. The City of San Diego's Draft MSCP currently identifies potential preserve systems for an 885-square mile area of southwestern San Diego County, including the study area. Four different Preserve Maps were originally designed, and a fifth alternative combining the features of several of the options is currently being considered within the City of San Diego. The Skyline Wesleyan Church project is neither part of an MSCP wildlife corridor/linkage nor does it occur in a biological core resource area on any of the four Preserve Map alternatives.

The habitat loss would not preclude or prevent the preparation of the subregional NCCP, nor would the habitat loss appreciably reduce the likelihood of the survival and recovery of the coastal California gnatcatcher. The establishment of the Section 4(d) process for interim take during the completion of the NCCP for the sub-region is predicated on the establishment and preservation of "core" areas of habitat. The core or essential areas include those which are deemed essential to the survival of the gnatcatcher within the subregional jurisdiction. Impacts on Skyline Wesleyan do not occur within a core or linkage area as depicted on the Draft Core Biological Resource Areas and Linkages map prepared by the MSCP, and would not preclude future planning options because the project provides for at least some limited connectivity through the project between high quality habitat to the south and patches of habitat to the north.

The habitat loss would be minimized and mitigated to the maximum extent practicable in accordance with Section 4.3 of the NCCP Guidelines with the proposed onsite and offsite mitigation for Diegan coastal sage scrub and coastal California gnatcatcher. The habitat loss is incidental to otherwise lawful activities.

4.4 Traffic and Circulation

A traffic analysis for the proposed project, *Traffic Study for Skyline Wesleyan Church,* was prepared by Kimley-Horn and Associates, Inc. in August 1995 and is the basis for this section of the EIR. The purpose of the Kimley-Horn study was to evaluate the potential traffic and circulation impacts related to the proposed church and cemetery. The complete report is included in this EIR as Appendix D.

The project would generate traffic on weekdays, when there is peak hour traffic on adjacent roadways, and on Sunday, when large worship service and Sunday school attendance is anticipated. Therefore, the study includes analyses of weekday peak hour and Sunday morning conditions. Analysis of Saturday traffic is not justified by either project traffic generation or adjacent roadway conditions.

Existing Conditions

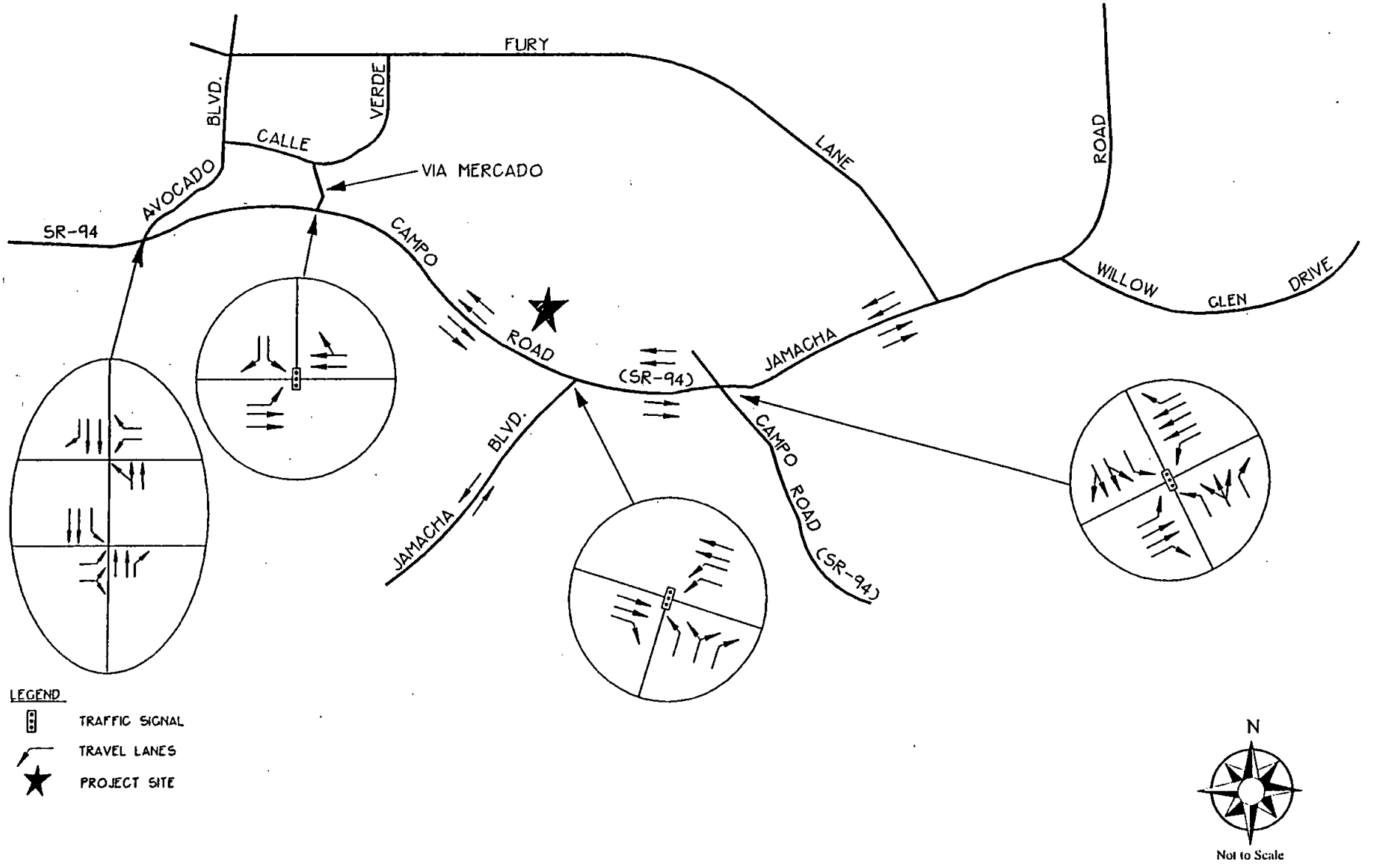
The proposed project site is located east of the City of La Mesa, north of the City of Lemon Grove and south of the City of El Cajon. Regional access would normally be by Campo Road/SR-94 from the west and southeast, Jamacha Road/SR-54 from the northeast, SR-67 and Avocado Boulevard from the north, and Jamacha Boulevard from the south.

The existing roadways and intersection configurations in the area of the project are shown in Figure 4.4-1. Figure 4.4-2 shows the planned roadways. The following paragraphs describe the existing and planned roadways.

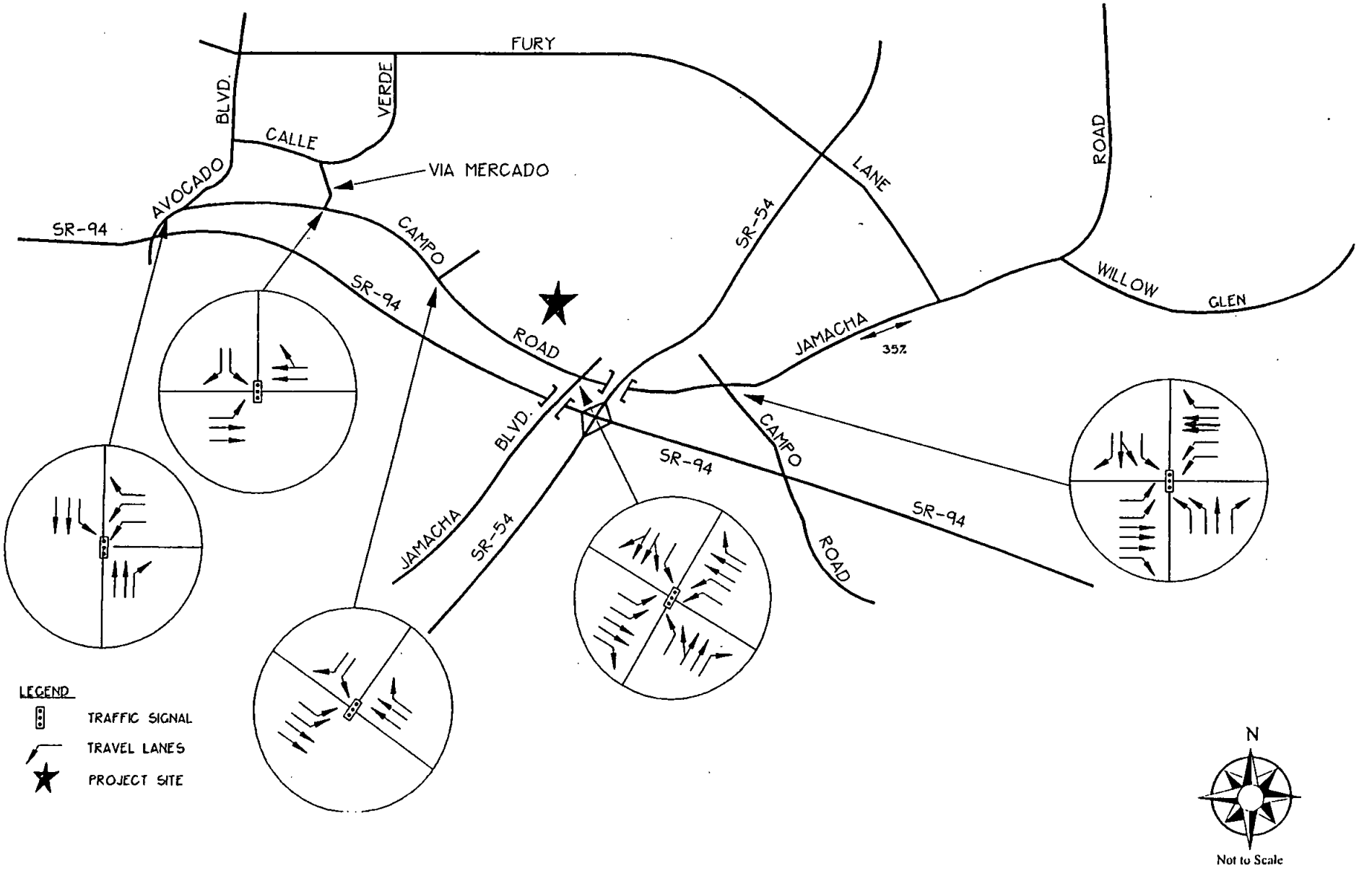
Campo Road

Campo Road is a four-lane road adjacent to the property. In the County Circulation Element, Campo Road is classified as a four-lane undivided collector between Avocado Boulevard and Jamacha Boulevard, and as a prime arterial between Jamacha Boulevard and Jamacha Road. Campo Road is also identified as part of the County Bicycle Network. As constructed, a median is provided; thus, the road serves as a four-lane major road accommodating a higher volume of traffic than would be anticipated from the collector classification. There is a signal at the three-way intersection with Jamacha Boulevard, on the south side of Campo Road. The frontage of the church property is about evenly divided east and west of Jamacha Boulevard, with the proposed church facilities to the west and the proposed cemetery to the east. At this time, the County of San Diego has a cooperative agreement with Caltrans to widen Campo Road between Jamacha Boulevard and Jamacha Road from four to six lanes. (On the Circulation Element, this section of roadway is called Jamacha Road; however, most maps continue the name as Campo Road.)

West of the project site, there is a signal at Via Mercado, and then the road upgrades to a four-lane freeway with an interchange at Avocado Boulevard. East of the project site, at a signalized



Existing Roadways and Intersection Lane Configurations — Figure 4.4-1



Planned Roadways and Intersection Lane Configuration at Buildout ——— Figure 4.4-2

intersection with Jamacha Road/SR-54, Campo Road turns south towards Jamul. Currently, Campo Road, east of Avocado Boulevard, is designated as SR-94.

State Route 94

SR-94 is a freeway extending eastward from Interstate 5 to Avocado Boulevard, just west of the project site. From Avocado Boulevard, SR-94 continues east and southeast as Campo Road.

The Circulation Element plans extension of SR-94 as a six-lane freeway east of Avocado Boulevard to future SR-54, and as a four-lane freeway east of SR-54. The SR-94 freeway would not use the current Campo Road alignment at the project site. The proposed alignment would be further southwest, generally adjacent to the southern boundaries of the parcels south of Campo Road, in a right of way which has been acquired by Caltrans (Figure 4.4-2). Construction of SR-94 as a freeway will not likely occur in the next 20 years. On an interim or possibly long-term basis, an eight-lane arterial could be constructed along the current alignment of Campo Road, as analyzed in Appendix B. As discussed in Section 4.1, Land Use/Community Character, the 8-lane Campo Road scenario was developed to ensure that the elimination of the S94 zoning in the western portion of the project area would not result in significant land use impacts by limiting future transportation options.

Jamacha Boulevard

Jamacha Boulevard is a two-lane light collector, designated County Route S17, which originates at Campo Road, opposite the project site, and runs southwesterly to connect with Paradise Valley Road and the South Bay Freeway, providing site access to and from the South Bay area. There is a signal at the Campo Road intersection.

The Circulation Element provides for the expansion of Jamacha Boulevard to a four lane major road. Jamacha Boulevard improvements (widening to a four-lane major street) have been bonded and will be constructed by the County in 1996.

Jamacha Road

Jamacha Road is a four-lane major road extending east from Campo Road, just east of the project site, then north to terminate at Interstate 8 in El Cajon. There is a four-way signalized intersection at Campo Road; the north leg of the intersection is entry to the Jamacha Junction shopping center. Jamacha Road is currently designated as SR-54.

The Circulation element provides for the improvement of Jamacha Road to a six-lane prime arterial north of Campo Road.

State Route 54

SR-54, in the vicinity of the project site, is the same as Jamacha Road, as described above.

SR-54 is projected as a six-lane expressway in the area of the project and is designated as part of the County Bicycle Network. The alignment would not use Jamacha Road, but would start at, or just east of, the Campo Road/Jamacha Boulevard intersection and run northeasterly, east of the proposed church development and west of the proposed cemetery area. Future SR-54 would not be built prior to the year 2002.

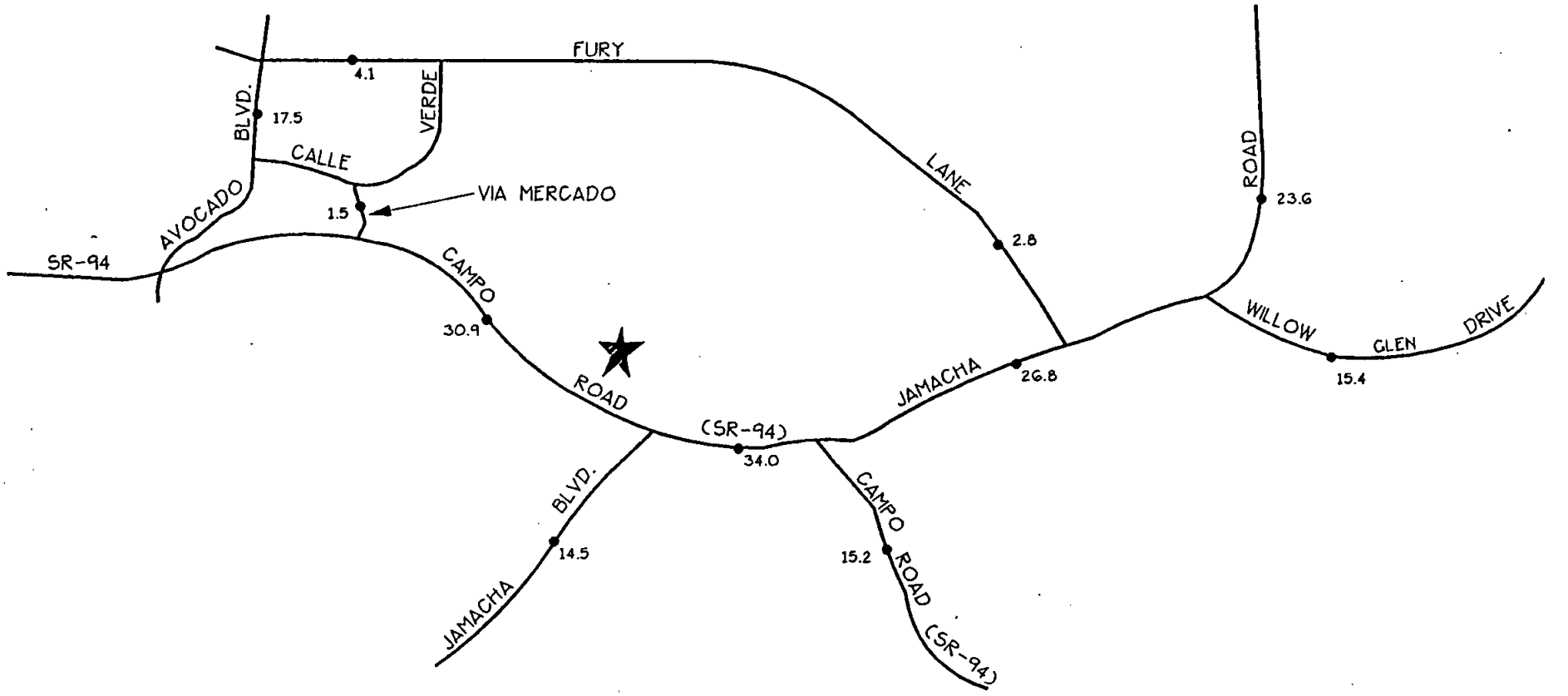
Existing Traffic Volumes

Existing traffic volumes were obtained from County of San Diego, SANDAG and Caltrans. During June 1994, counts were performed to obtain weekday and Sunday current peak hour intersection data. Weekday peak traffic hours were found to be 7:15-8:15 a.m. and 5:00-6:00 p.m. The existing weekday average daily traffic volumes (ADT) for the roadway segments are shown in Figure 4.4-3. The peak hour intersection volumes for weekdays are shown in Figure 4.4-4 and the Sunday morning hourly intersection volumes are shown in Figure 4.4-5. Campo Road, in the area of the project, carries an average of 30,900 cars per day. Just to the east, the traffic is slightly greater, with a 34,000 ADT. The greatest peak hour weekday traffic on Campo Road is westbound in the morning and eastbound in the evening. Sunday morning volumes on Campo Road increase steadily from the 8:00-9:00 a.m. hour to the 11:00 a.m.-12:00 noon hour, with the volumes at 11:00-12:00, about 2,200 vehicles per hour, about twice the volumes of the 8:00-9:00 hour. The Sunday morning traffic is about 55 percent westbound and 45 percent eastbound.

Existing Roadway and Intersection Levels of Service

Level of Service (LOS) is a qualitative measure used to describe the condition of traffic flow and roadway performance. It is expressed using a letter designation from A to F, with A representing the best operating conditions and F the worst. LOS C is typically used as a design standard. For roadways, LOS C is characterized by stable flow and the point at which maneuverability and motorist comfort begin to decline noticeably. LOS E is characterized by significant approach delays. LOS for the traffic analysis was determined by comparing the ADT for a roadway segment to the County of San Diego LOS volumes for the appropriate roadway classifications. Roadway segment LOS, by itself, often does not accurately reflect peak hour operating condition, which is better described by intersection analyses. The segment LOS is used as a guide to determine classification and sizing.

LOS is also applied to intersection evaluation. The letters A through F are used and have qualitative interpretations similar to those defined for roadway segments. LOS C, generally described as good operations, is a condition where backups may occur behind turning vehicles, and the driver occasionally may have to wait more than one red traffic signal. LOS E can be



LEGEND

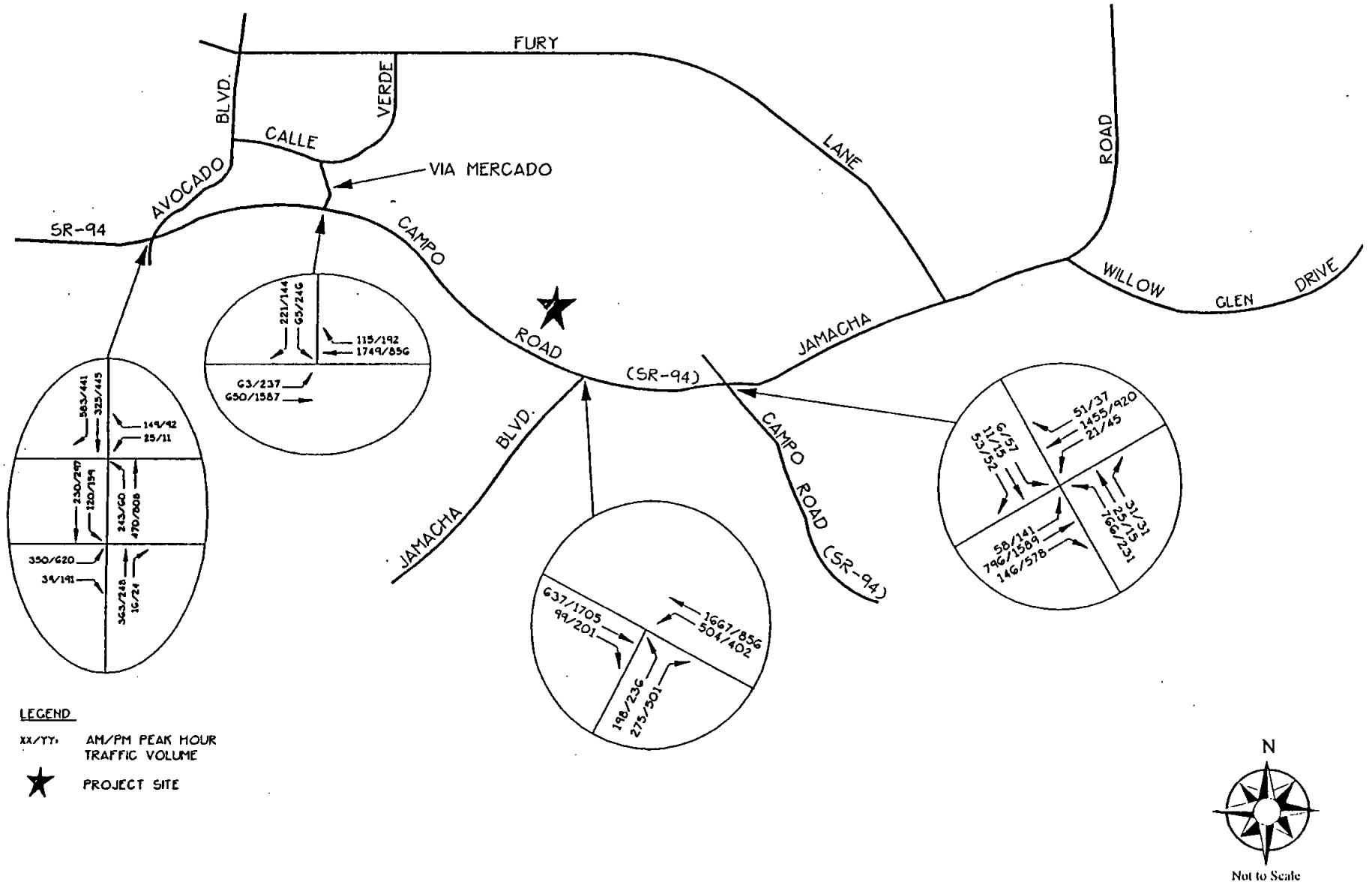
X.X DAILY TRAFFIC VOLUME (IN THOUSANDS)

★ PROJECT SITE

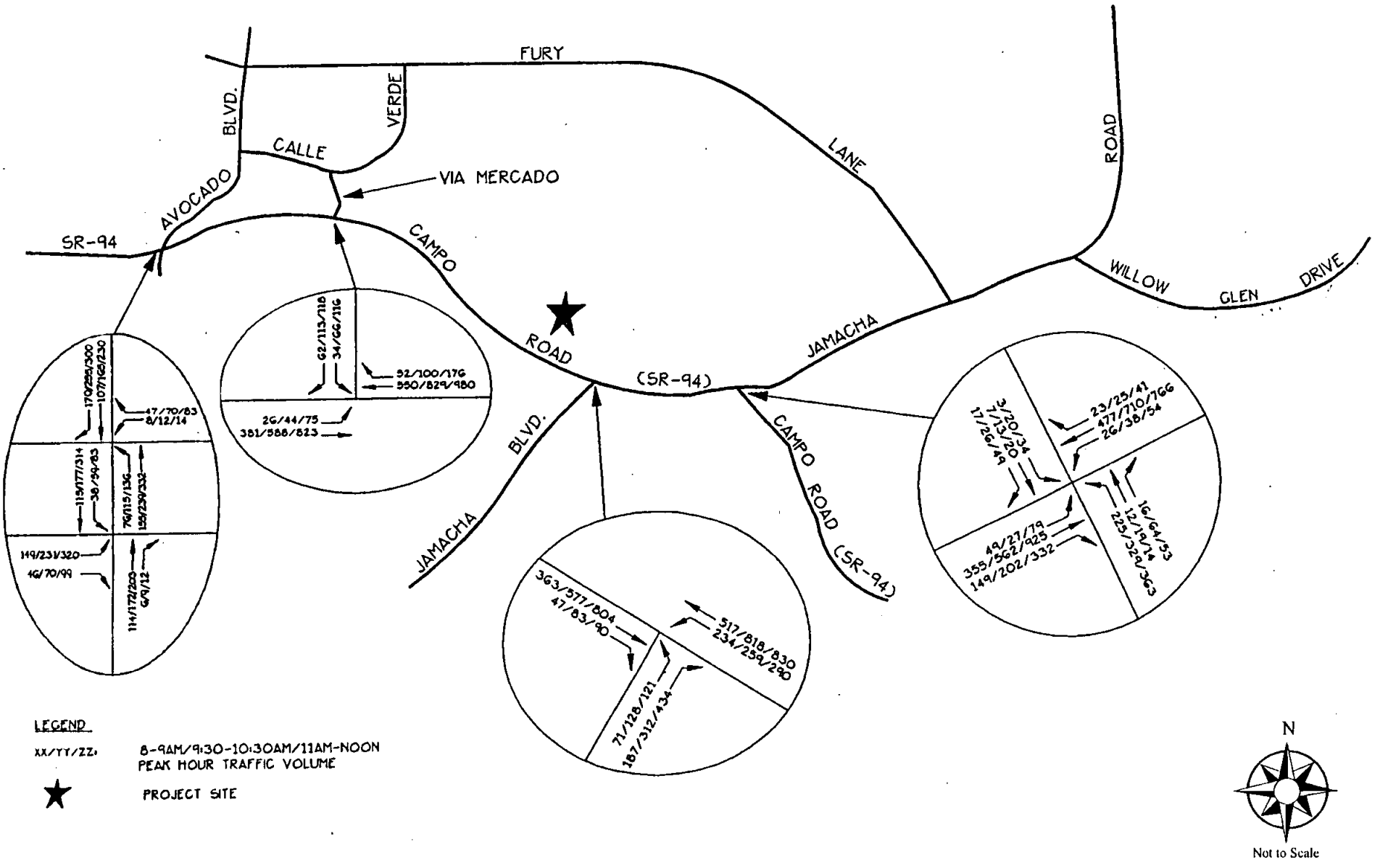
N

Not to Scale

Existing Weekday Traffic Volumes — Figure 4.4-3



Existing Weekday Peak Hour Turning Movements — Figure 4.4-4



Existing Sunday Morning Turning Movements — Figure 4.4-5

generally described as poor operations; there may be long queues of vehicles waiting at the intersection, and delays may be up to several signal cycles. The signalized intersection LOS is determined by calculating the delay, in seconds, and comparing the value with national traffic engineering standards. For example, a delay of 15.1 to 25.0 seconds is LOS C. Generally, the County considers an intersection LOS of D or better during the peak hours to be an acceptable level of service. For purposes of this study, the weekday a.m. and p.m. peak hours are defined as 7:15-8:15 a.m. and 5:00-6:00 p.m. The Sunday periods analyzed are 8:00-9:00 a.m., 9:30-10:30 a.m. and 11:00 a.m.-12:00 noon.

Intersections are also evaluated using Caltrans Intersection Lane Volume (ILV) methodology. This analysis is based on a sum of critical movements and classifies intersection operation as under capacity, near capacity or over capacity.

The existing roadway levels of service are shown in Table 4.4-1, and the intersection levels of service are shown in Table 4.4-2. Table 4.4-1 shows that Campo Road, east of Jamacha Boulevard, and Jamacha Boulevard, south of Campo Road, operate at LOS E, which would imply undesirable existing traffic conditions. However, Table 4.4-2 shows that all study area intersections operate at LOS C or better during weekday conditions, except for the p.m. peak hour at the Campo Road/Jamacha Boulevard intersection. For this one case, the delay is slightly into the LOS D category. By Caltrans analysis, all intersections currently operate under capacity, except Campo Road/Jamacha Boulevard at the p.m. peak hour, when the operation is near capacity. All studied intersections operate at LOS C or better and under capacity on Sunday mornings.

Impacts

Project Traffic Generation

The proposed project would generate traffic from a variety of activities. Each activity is described below, giving the basis for the trip generation quantity, and the day and time of day that the trips would be anticipated. Weekday trip generation data for the cemetery and the park-and-ride lot are based on SANDAG Traffic Generators Report.

The trip generation data is summarized in Tables 4.4-3 and 4.4-4 which also compare traffic generated by the proposed project to the traffic generated by the approved project (MUP 88-039) allowing development of the church on the top of the ridgeline. The proposed project represents a 42 percent reduction in daily trips on Sundays, a 25 percent reduction in weekday trips and a 75 percent reduction in peak hour traffic compared to the approved project.

Worship Center

The worship center would be used for Saturday and Sunday worship services, for religious holiday services, and for education, religious and related performance services. The building

TABLE 4.4-1
Weekday Roadway Level of Service
Existing Condition

Street Segment	Classification	ADT[1]	LOS[2]
Campo Road			
Avocado Blvd. to Jamacha Blvd.	Major Road (4 lanes)[3]	30,900	D
Jamacha Blvd. to Jamacha Road	Major Road (4 lanes)[4]	34,000	E
South of Jamacha Road	Light Collector (2 lanes)	15,200	E
Jamacha Boulevard			
South of Campo Road	Light Collector (2 lanes)	14,500	E
Jamacha Road			
North of Campo Road	Major Road (4 lanes)	26,800	C

1 Average daily traffic volume
2 Level of service
3 Classified as a Collector, but built as a Major
4 Classified as a Prime Arterial; currently built as a Major

would be built in two phases, with an initial capacity of 2,600 people. The ultimate capacity would be 3,500 people. There would be two principal services each Sunday, starting between the hours of 8:30 and 11:00 a.m. Trip generation rates were calculated assuming 3,500 persons at each service and an average of 2.4 persons per vehicle. It was further assumed that of the 3,500 persons attending the first service, 60 percent (2,100) would leave the project area after the service, and 40 percent (1,400) would stay on the site for Sunday school activities. Similarly, of the 3,500 persons attending the second service, 1,400 would have arrived on the site prior to the first service in order to attend Sunday school, and 2,100 would arrive just prior to the second service. The total number of trips generated by worshippers would be 5,830, distributed over the Sunday morning hours as shown in Table 4.4-3. Other services would occur on Saturdays and Sundays, during non-peak traffic hours, whose attendance and related trip generation are much lower than the peak traffic periods discussed above. These other services would not produce peak traffic impacts and thus were not included in the analysis.

Adult Education and Training Center

On weekdays, the Adult Education and Training Center would be used as a regional training facility for adult participants, pastors and other church officials. The use of the facility would be sporadic, but for purposes of weekday traffic generation, an occupancy of 500 persons was assumed. The capacity of the facility is 575 persons. It was assumed that arrival would be

TABLE 4.4-2
Intersection Level of Service
Existing Condition

Weekday Traffic

INTERSECTION	AM PEAK HOUR				PM PEAK HOUR			
	ILV VALUE[1] (veh/hour)	STATUS[2]	DELAY[3] (sec/veh)	LOS[4]	ILV VALUE (veh/hour)	STATUS	DELAY (sec/veh)	LOS
SR-94 EB Ramps/Avocado Blvd.	496	UNDER	14	B	689	UNDER	14	B
SR-94 WB Ramps/Avocado Blvd.	940	UNDER	12	B	875	UNDER	6	B
Campo Road/Via Mercado	1153	UNDER	13	B	1040	UNDER	14	B
Campo Road/Jamacha Boulevard	933	UNDER	14	B	1233	NEAR	26	D
Campo Road/Jamacha Road	955	UNDER	20	C	1014	UNDER	16	C

Sunday Traffic

INTERSECTION	8:00 to 9:00 AM				9:30 to 10:30 AM				11:00 AM to NOON			
	ILV VALUE[1]	STATUS[2]	DELAY[3] (sec/veh)	LOS[4]	ILV VALUE	STATUS	DELAY	LOS	ILV VALUE	STATUS	DELAY	LOS
SR-94 EB Ramps/Avocado Blvd.	193	UNDER	12	B	295	UNDER	12	B	395	UNDER	13	B
SR-94 WB Ramps/Avocado Blvd.	286	UNDER	10	B	423	UNDER	11	B	534	UNDER	10	B
Campo Road/Via Mercado	363	UNDER	7	B	465	UNDER	8	B	769	UNDER	9	B
Campo Road/Jamacha Blvd.	346	UNDER	14	B	523	UNDER	15	C	692	UNDER	16	C
Campo Road/Jamacha Road	359	UNDER	17	C	519	UNDER	16	C	755	UNDER	16	C

[1] Intersection Lane Volume
[2] STATUS refers to the results of the ILV analysis.
[3] Delay in seconds per vehicle
[4] Level of Service

TABLE 4.4-3
Sunday Morning Attendance and Trip Generation

Time Period	Persons				Vehicle Trips		
	Arrivals	Sunday School	Church Service	Departures	Inbound	Outbound	Total
8:00-8:30 a.m.	4,900	0	0	0	2,040	0	2,040
8:30-9:30 a.m.	0	1,400	3,500	0	0	0	0
9:30-10:00 a.m.	2,100	0	0	2,100	875	875	1,750
10:00-11:00 a.m.	0	1,400	3,500	0	0	0	0
11:00 A.M.-11:30 a.m.	0	0	0	4,900	0	2,040	2,040
TOTAL 8:00-11:30 a.m.	7,000	2,800	7,000	7,000	2,915	2,915	5,830[1]
				Approved MUP 88-039 TOTAL	5,067	5,067	10,134
				DIFFERENCE (Proposed-Approved)	-2,152	-2,152	-4,304

[1] An additional 50 daily trips would be made by church employees prior to 8:00 a.m. and 50 trips after noon bringing the total Sunday trip generation to 5,930 trips per day.

between 8:30 and 9:00 a.m., and departure would be between 4:00 and 4:30 p.m., thus avoiding the peak traffic hours. It was assumed that the vehicle occupancy would be 1.5 persons per vehicle. The combination of assumptions results in an estimated 665 trips per day on weekdays.

On Sundays, the Adult Education and Training Center would be used for Sunday school. The trips associated with this use are included in the Worship Center calculations above.

Children's Learning Center

On weekdays, the Children's Learning Center would be used, in the evenings only, for children's classes. Peak use is assumed to be 200 children in one evening. It was assumed that each student would be dropped off and picked up by a parent, thus generating two trips per child, or a total of 400 trips. All trips would be after the evening peak hour.

On Sundays, the Children's Learning Center would be used for Sunday school. The trips associated with this use are included in the Worship Center calculations above. This facility would be used occasionally on Saturdays for religious education and related services. The peak use is assumed to be 200 children. These other services would not produce peak traffic impacts and thus were not included in the analysis.

TABLE 4.4-4
Summary of Weekday Trip Generation

Building/Use	Daily Trips	A.M. Peak Hour Trips		P.M. Peak Hour Trips	
		Inbound	Outbound	Inbound	Outbound
Church Administration & Maintenance - Employees	125	42	0	0	42
Church Administration & Maintenance - Visitors	130	7	6	6	7
Adult Education & Training Center (Training & Meetings)	665	0	0	0	0
Children's Learning Center	400	0	0	0	0
Fellowship Center - Recreation Facilities	200	5	5	5	5
Chapel	100	0	0	0	0
Park-and-Ride	1320	130	55	60	140
Subtotal - Church	2,940	184	66	71	194
Cemetery	40	6	0	0	6
TOTAL	2,980	190	66	71	200
Approved MUP 88-039 TOTAL	4,118	574	473	473	574
DIFFERENCE (Proposed-Approved)	-1,138	-384	-467	-402	-374

Administration Center

The church would employ about 50 persons on weekdays. Of these, 42 would work typical daytime hours and eight would be evening workers. The daytime workers would arrive and depart during the morning and evening peak hours; the evening workers would not contribute to peak hour traffic. A trip generation rate of 2.5 trips per employee was assumed. The total weekday employee trips would be 125, with 84 trips during the peak hours.

The Administration Center would receive 65 visitors on the average weekday. It was assumed that each visitor drives alone, and that ten percent of the trips would be made during each of the morning and evening peak hours. Thus, there would be 130 visitor trips on the average weekday, with 26 trips during the peak hours.

The church would employ about 50 persons on Sundays. These employees would arrive before the morning worshippers arrive, and would leave in the afternoon, when all worship and school activities have been completed. The employees would each arrive and leave in their own cars.

Thus, there would be two trips per employee, or 100 trips. None of the trips would occur in the three Sunday hours analyzed in detail.

Fellowship Center

The Fellowship Center would be a recreational center for daytime, evening and weekend use. Daytime use is estimated at 50 persons, who would generate two trips per use, or 100 trips. It was assumed that ten percent of the trips would be made during each of the morning and evening peak hours. The evening use would be 100 persons, assumed to be non-driving youths. A vehicle occupancy of two users per vehicle was assumed, and four trips per vehicle (drop-off and pickup each generate two trips) result in a total of 200 daily non-peak hour trips. During Phase 1, the Fellowship Center would be used in the interim to provide additional space for the Children's Learning Center and Adult Education uses.

Chapel

The chapel, with a 350-seat capacity, would be used principally for weddings and funerals. It was assumed that weddings would not occur on weekdays or during the Sunday morning hours. Traffic generation for weekdays was assumed to be a typical funeral, with 100 persons attending. A vehicle occupancy of two persons per vehicle was assumed. Thus, there would be 100 daily trips. None of the trips would occur during the morning or evening peak hours.

Cemetery

The 8.1-acre cemetery would generate about 5 trips per acre, an average of 40 trips per day. The trip generation would include six trips in each of the weekday peak hours to account for employees.

Park-and-Ride Lot

The 240-space park-and-ride lot would generate 1,320 weekday daily trips, including car pool vehicles, vehicles dropped off, and vehicles used to drop off passengers ("kiss and ride.") 185 trips would occur during the morning peak hour, with 200 trips during the evening peak hour. It is important to note that these would be driveway trips, and not new trips added to the roadway system. Campo Road is a major commuter route, and all of the trips are considered "pass-by"; the cars were already using Campo Road. In fact, the purpose of the park-and-ride is to reduce trips on the roadways to the west of the project site.

Summing all of the Sunday morning uses, as shown in Table 4.4-3, 5,830 trips would be generated during the 8:00-11:30 a.m. period, with an additional 100 trips before and after those hours. The activity would be greatest in the times just before the first worship service and just after the second service.

The weekday use is summarized in Table 4.4-4, showing a generation of 2,980 daily trips, with 256 trips in the morning peak hour and 271 trips in the evening peak hour.

Project Traffic Distribution

A distribution pattern of traffic was based on a license plate match of existing church membership, an estimate of areas where future church members would reside, a select zone traffic assignment from the SANDAG regional transportation model and knowledge of the street system in the project area. It was concluded that the following traffic distribution would characterize the project traffic:

40 percent to and from the west via Campo Road
35 percent to and from the north and northeast on Jamacha Road
10 percent to and from the southeast on Campo Road
15 percent to and from the south and southwest on Jamacha Boulevard

This distribution of project traffic, with the exception of the park-and ride traffic, to the existing roadway system is shown in Figure 4.4-6. The distribution of the park-and-ride traffic is shown in Figure 4.4-7.

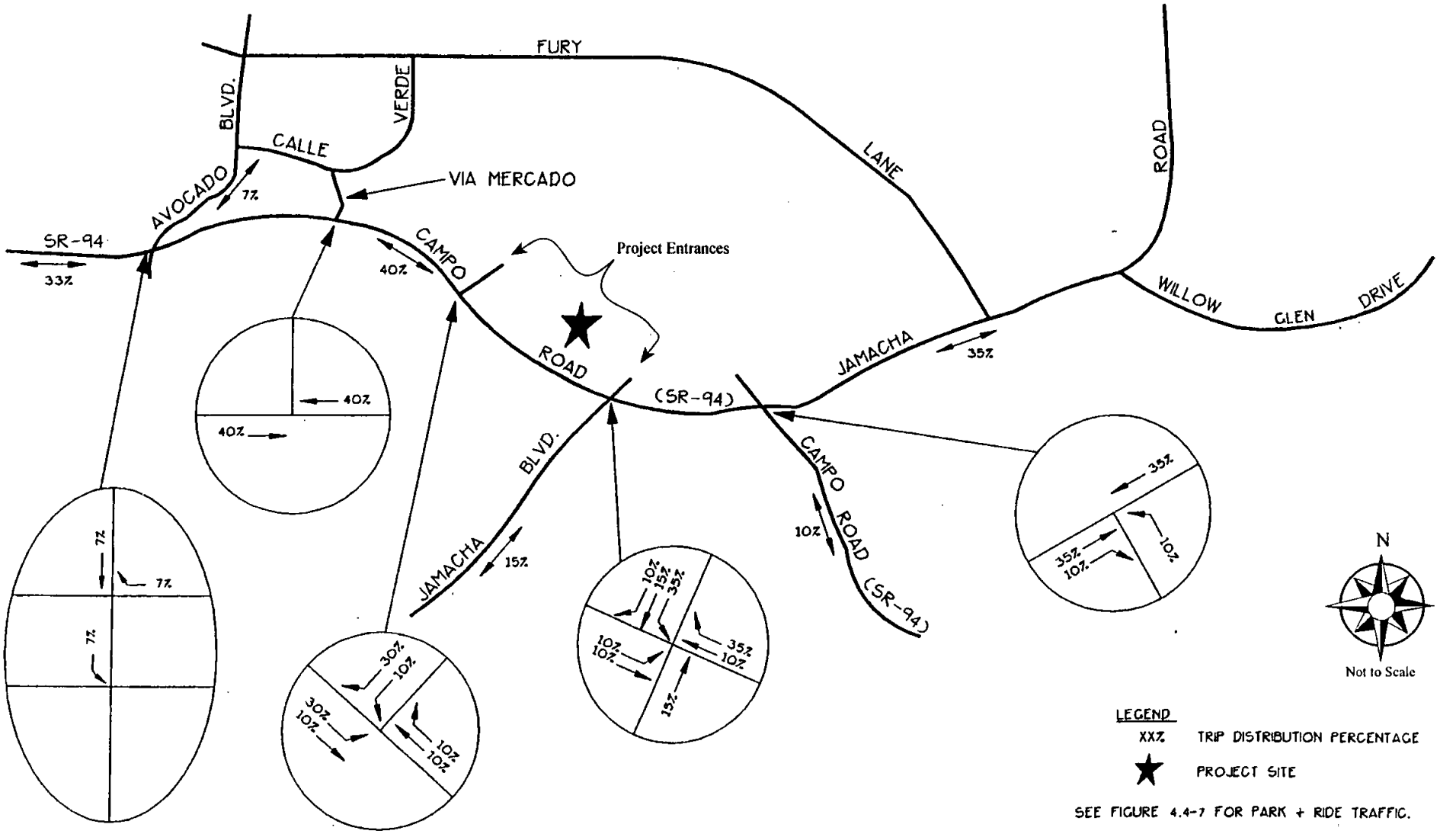
The planned roadway system for the project area was described above. The major changes would be the building of SR-94 and SR-54 freeways which would be separate from Campo Road, Jamacha Road and Jamacha Boulevard. A preliminary design of the Campo Road/Jamacha Boulevard/SR-54 area indicates that Campo Road would not have direct access to SR-54. The distribution of project traffic to the future roadway system reflects these limitations, and is shown in Figure 4.4-8.

Project Site Access and Roadway Improvements

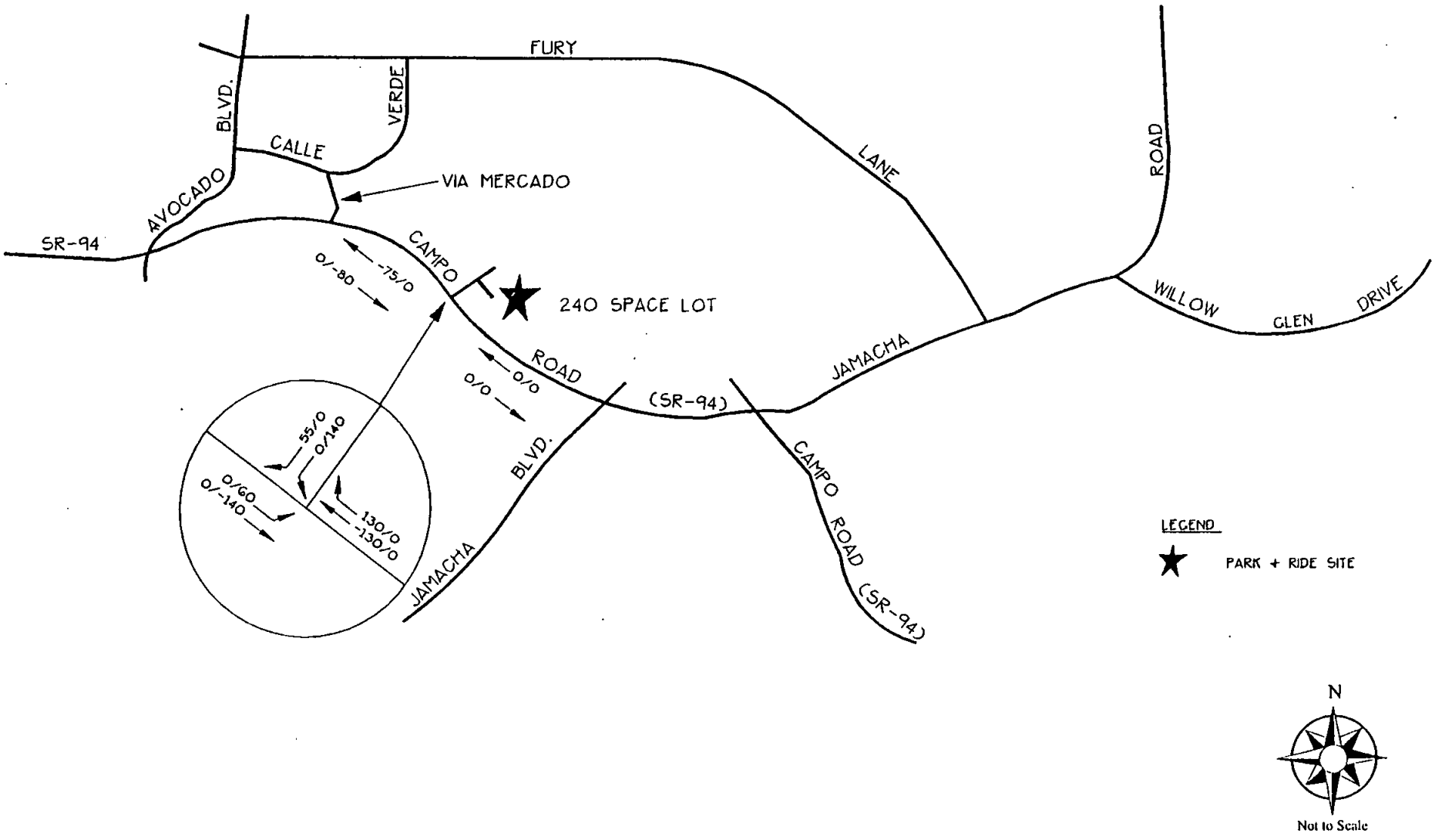
Church Driveways

The project would generate high concentrations of traffic entering and leaving the site on Sunday mornings. Therefore, two signalized accesses to the church complex from Campo Road are proposed to safely and efficiently allow traffic to access and exit the site. Figure 2.4-3 shows the location of the driveways. Further, the high concentrations of Sunday morning traffic at the driveways would constitute a traffic safety hazard if the driveways were required to have direct access to the existing westbound lanes of traffic. Therefore, the project includes the widening of Campo Road, on the north side, as needed to provide adequate acceleration and deceleration lanes.

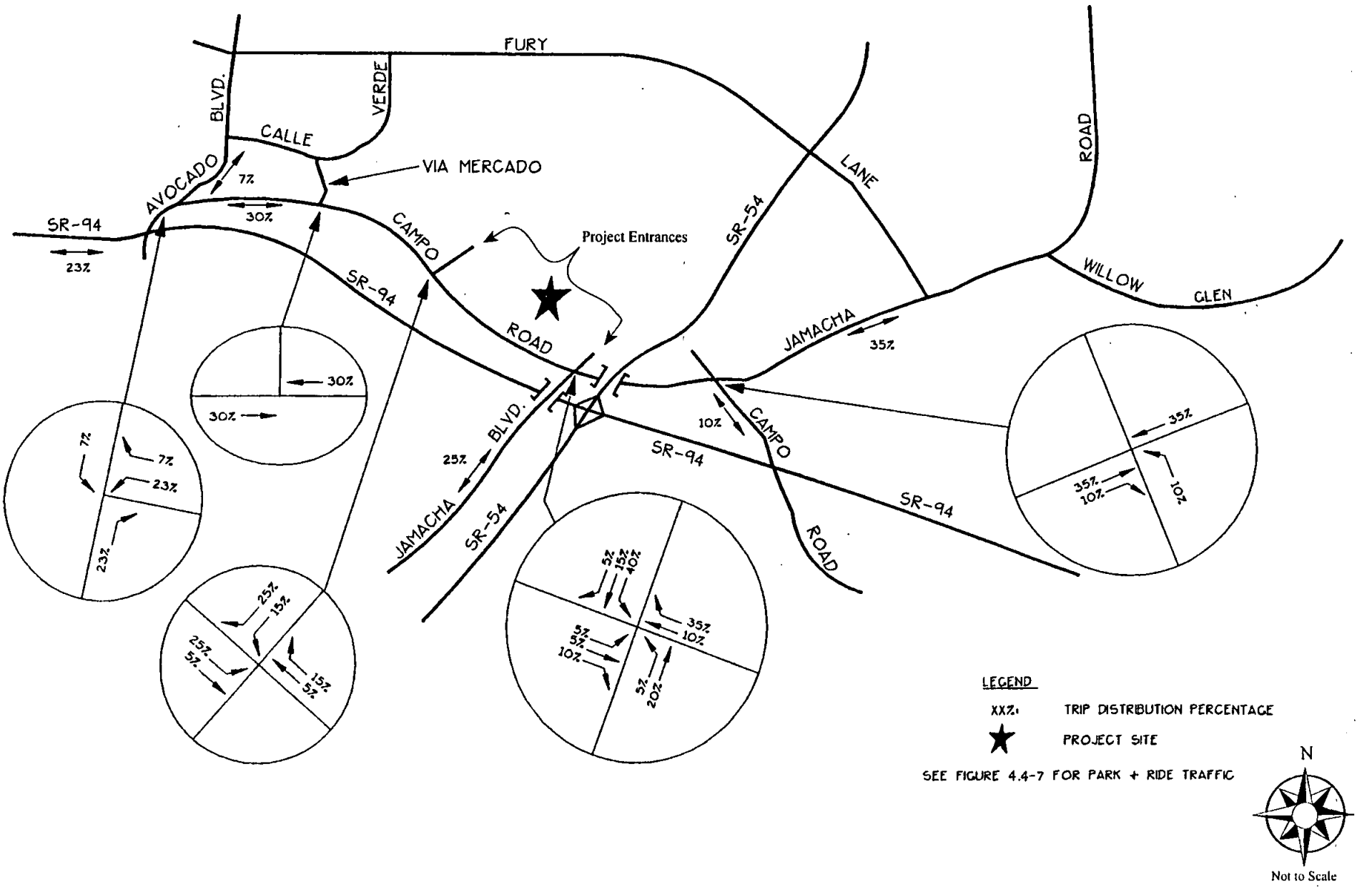
The eastern driveway access would be at Jamacha Boulevard, and would be a fourth leg on the existing "T" intersection. The driveway would have two inbound lanes and three outbound lanes. To the east of the driveway, Campo Road would be widened to provide a lane for transition and



Distribution of Project Traffic to Existing Roadways — Figure 4.4-6



Distribution of Park-and-Ride Traffic — Figure 4.4-7



Distribution of Project Traffic to Planned Roadways — Figure 4.4-8

deceleration, and to the west of the driveway the road would be widened to provide a lane for acceleration and transition.

The western driveway access would be about 1,600 feet west of Jamacha Boulevard. The west driveway would have two inbound lanes and two outbound lanes, and would be similar to the east driveway in widening of Campo Road for entrance and exit transition.

The intersection of Campo Road and the west driveway was evaluated for traffic signal warrants, and a LOS analysis comparing the two configurations was conducted. The Campo Road/west driveway intersection meets Caltrans peak hour traffic warrants during two of the Sunday morning peak hours and during the weekday afternoon peak hour. Due to the high concentration of traffic entering and exiting the site on Sunday mornings, two signalized access points are beneficial in providing efficient ingress and egress for the site. However, Caltrans has expressed concerns regarding the impact on Campo Road traffic flow caused by adding a new traffic signal at the western driveway. In order to minimize delays to through traffic on Campo Road, a traffic signal interconnect would be installed between the signals at Via Mercado, west driveway, Jamacha Boulevard/east driveway and Jamacha Road. Figure 2.4-4 shows the details of the proposed driveway intersections, with the left-turn lanes on Campo Road.

A final decision on the acceptability of signalizing the western project driveway will be made by Caltrans as part of the Encroachment Permit for improvements within the Campo Road right-of-way. Therefore, traffic conditions with and without signalized access at the western project driveway were evaluated as access alternatives, as follows:

- No signal, with right-turn-in, right-turn-out only. This configuration was proposed as one which would result in minimum interference with Campo Road traffic, and would not add a signal between the existing signals at Via Mercado and Jamacha Boulevard. All church traffic entering from the west and exiting to the east would use the east driveway.

- A traffic signal would be provided at the west driveway. All movements would be permitted. Campo Road would be restriped to provide dual left turn lanes.

As indicated in Table 4.4-5, without a traffic signal at the western driveway, the Campo Road/Jamacha Boulevard/east driveway LOS analysis for the Existing Plus Project condition forecasts LOS F conditions during the weekday afternoon peak hour and during two peak hours on Sundays. , as compared to LOS D conditions with the signal. Under the Future Condition scenario, the Campo Road/Jamacha Boulevard intersection would operate at LOS E conditions during the 8:00 to 9:00 AM peak hour on Sundays when members arrive for the first worship service, as compared to LOS C conditions with the western driveway signalized.

If a traffic signal is not allowed by Caltrans at the western driveway, modifications to the project design could be made to improve the LOS at the eastern driveway. Since most of the weekday morning and afternoon traffic at the site is from the Park-and-Ride lot, the Park-and- Ride lot

TABLE 4.4-5
Intersection Level of Service at Campo Road/Jamacha Boulevard
(No Traffic Signal at the Western Driveway)

PEAK PERIOD	Existing + Project Condition		Future Condition	
	Delay[1], sec	LOS[2]	Delay, sec	LOS
WEEKDAYS				
AM Peak Hour	21	C	35	D
PM Peak Hour	100	F	39	D
PM Peak Hour with no P&R Lot[3]	28	D	23	C
SUNDAYS				
8:00-9:00 AM	88	F	47	E
8:00-9:00 AM with improvements[4]	22	C	22	C
9:30-10:30 AM	34	D	31	D
11:00-Noon	80	F	39	D
11:00 AM-noon with improvements[4]	23	C	23	C

1 DELAY is the average intersection delay, expressed in seconds per vehicle, and is calculated using methodologies described in Chapter 9 of the Highway Capacity Manual.

2 LOS is the level of service based on the results of the 1985 Highway Capacity Manual methods.

3 To improve the level of service at this location, the Park & Ride use was removed. Also assumes double cycling of the traffic signal so that low volume signal phases are skipped every other signal cycle. This results in a large delay for a few vehicles.

4 Improvement includes redesignating the westbound lane assignment to allow the outside through lane to be a shared through/right-turn lane and double cycling the eastbound left-turn movements.

could be eliminated to reduce the weekday traffic impacts under the one signalized driveway scenario. By eliminating the Park-and-Ride lot, the Campo Road/Jamacha Boulevard intersection improves to LOS D conditions under the Existing Plus Project condition and to LOS C under the Future condition.

To reduce the Sunday traffic impacts if the western driveway is not signalized, the westbound approach to the Campo Road/Jamacha Boulevard intersection could be redesignated to allow the outside westbound through to become a shared through/right-turn lane to provide for two right-turn lanes into the church. As indicated in Table 4.4-5, this would improve the LOS to C under both the Existing Plus Project and Future conditions during two peak hours on Sundays. To improve traffic operations after church services, particularly after the 11:00 service, after church programs would serve to spread the departures over time, which would improve operations at the traffic signal and would reduce traffic queues exiting the site. With only one signalized intersection serving the site, on-site queues at the eastern driveway would be extensive since all eastbound and southbound traffic would use this signal.

Cemetery Access

Access to the cemetery would be from the church's east driveway and from Campo Road, east of the project site, on a roadway presently used by Otay Water District (OWD). The OWD access road would be right-turn-in, right-turn-out only. All cemetery traffic entering from the west and exiting to the east would use the east driveway. A special concern for cemetery traffic would be the impact of a slow-moving funeral procession. Weekday memorial and interment services which would be likely to draw ten or more vehicles to the site would be limited to the hours of 9:00 a.m. to 4:00 p.m. Thus, the traffic impact concern would be for off-peak hours. A cemetery consultant has stated that a "very large" burial would involve about 30 cars. The proposed dual left turn configuration at the east driveway would provide about 1,200 feet of storage for vehicles from the west, which would be more than adequate. Processions arriving from the east would turn right into the site, which does not pose significant traffic concerns. The consultant estimated that the frequency of burials would average about one per day, with a peak of three per day.

Existing Plus Project Roadway and Intersection Impacts

The estimated project traffic volumes were distributed to the roadway segments and added to existing traffic volumes to obtain estimates for the existing plus project conditions. The resultant volumes and levels of service are shown in Table 4.4-6. The changes in volume would be very small when compared with existing volumes, and there would be no change in LOS.

Existing plus project intersection volumes were calculated for the weekday peak hours and for the Sunday morning three hourly periods of study. The results of the calculations are shown in Table 4.4-7 for weekday peak hours and in Table 4.4-8 for Sunday morning hours. For the weekday peak hours, all intersections would operate at LOS D or better. Less than significant

impacts in the morning peak hour would include a degradation from LOS B to LOS C at the SR-94 westbound ramp to Avocado Boulevard and the intersection of Campo Road, Jamacha Boulevard and the east project driveway. In the evening peak hour, there would be a similar LOS B to LOS C degradation at the SR-94 westbound ramp to Avocado Boulevard.

TABLE 4.4-6
Weekday Roadway Level of Service
Existing Plus Project Condition

Street Segment	Classification	Existing		Existing Plus Project	
		ADT [1]	LOS[2]	ADT	LOS
Campo Road					
Avocado Blvd. - Jamacha Blvd.	Major Road (4-lanes)	30,900	D	31,500	D
Jamacha Blvd. - Jamacha Road	Major Road (4-lanes)	34,000	E	34,800	E
South of Jamacha Road	Light Collector (2-lanes)	15,200	E	15,400	E
Jamacha Boulevard					
South of Campo Road	Light Collector (2-lanes)	14,500	E	14,700	E
Jamacha Road					
North of Campo Road	Major Road (4-lanes)	26,800	C	27,400	C

[1] Average daily traffic volume
[2] Level of Service

For the three Sunday morning study hours, the changes in intersection operations would be minimal except at the intersection of Campo Road and Jamacha Boulevard. At that intersection, the 8:00-9:00 a.m. delay would increase from 15 seconds to 28 seconds, and the LOS would drop from B to D; the ILV status would change from under capacity to near capacity. The 9:30-10:30 a.m. delay would increase from 15 to 22 seconds with no change in LOS or ILV status. The 11:00 a.m.-noon delay would increase from 16 to 33 seconds, with an LOS change from C to D and an ILV change from under capacity to near capacity. The Sunday morning intersection impacts would not be significant as they would occur only for short times each Sunday, during the start and end of worship services, and the LOS would not be less than D. It should be noted that the impacts were calculated assuming completion of the second development phase, when the worship center would have a capacity of 3,500 persons.

Buildout Roadway and Intersection Impacts

The traffic volumes for the planned roadway system were obtained from a SANDAG study of SR-54 planning alternatives. The SANDAG study assumes buildout of the General Plan Land

TABLE 4.4-7
Weekday Peak Hour Intersection Level of Service
Existing Plus Project Condition

INTERSECTION	AM PEAK HOUR				PM PEAK HOUR			
	ILV VALUE[1] (veh/hour)	STATUS[2]	DELAY[3] (sec/veh)	LOS[4]	ILV VALUE (veh/hour)	STATUS	DELAY (sec/veh)	LOS
SR-94 EB Ramps/Avocado Blvd.	501	UNDER	14	B	679	UNDER	14	B
SR-94 WB Ramps/Avocado Blvd.	1090	UNDER	23	C	971	UNDER	17	C
Campo Road/Via Mercado	1218	NEAR	13	B	1037	UNDER	15	B
Campo Road/West driveway	1003	UNDER	3	A	1103	UNDER	2	A
Campo Road/Jamacha Boulevard/East driveway	1004	UNDER	16	C	1321	NEAR	31	D
Campo Road/Jamacha Road	1225	NEAR	20	C	1029	UNDER	20	C

[1] Intersection Lane Volume
[2] STATUS refers to the results of the ILV analysis.
[3] Delay in seconds per vehicle
[4] Level of Service

Indicates reduced LOS

TABLE 4.4-8
Summary of Intersection Level of Service
Existing Plus Project Sunday Condition

INTERSECTION	8:00 to 9:00 AM				9:30 to 10:30 AM				11:00 AM to NOON			
	ILV VALUE[1]	STATUS[2]	DELAY[3] (sec/veh)	LOS[4]	ILV VALUE	STATUS	DELAY	LOS	ILV VALUE	STATUS	DELAY	LOS
SR-94 EB Ramps/Avocado Blvd.	335	UNDER	13	B	356	UNDER	13	B	395	UNDER	13	B
SR-94 WB Ramps/Avocado Blvd.	353	UNDER	10	B	501	UNDER	13	B	601	UNDER	15	C
Campo Road/Via Mercado	749	UNDER	5	B	730	UNDER	7	B	1267	NEAR	11	B
Campo Road/West driveway	631	UNDER	9	B	759	UNDER	11	B	1151	UNDER	13	B
Campo Road/Jamacha Boulevard/East driveway	1364	NEAR	28	D	889	UNDER	22	C	1300	NEAR	33	D
Campo Road/Jamacha Road	974	UNDER	16	C	675	UNDER	16	C	1175	UNDER	17	C

[1] Intersection Lane Volume
[2] STATUS refers to the results of the ILV analysis.
[3] Delay in seconds per vehicle
[4] Level of Service

Indicates reduced LOS

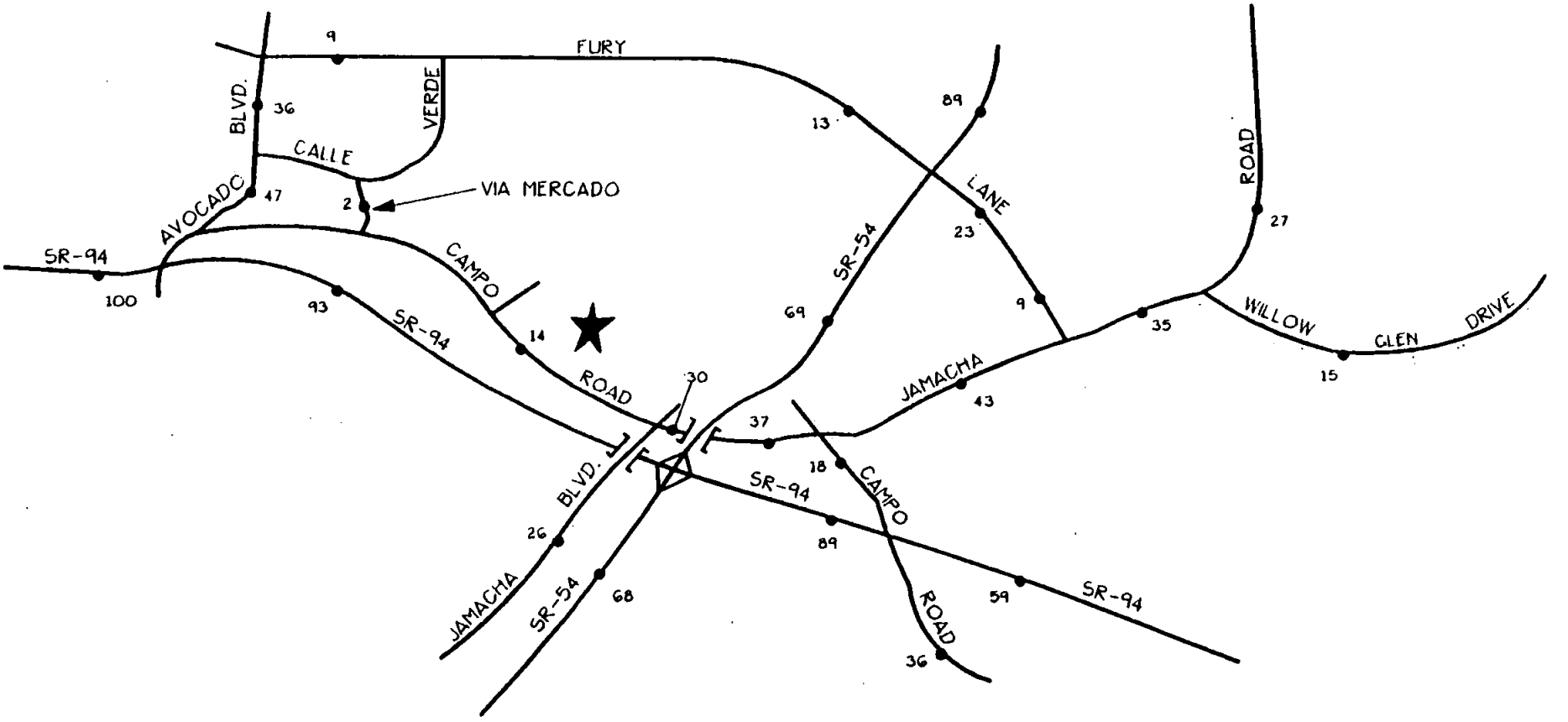
Use and Transportation Elements for the study area. There are two elements of conservatism, i.e., overprediction in the forecast volumes: First, properties in the Rancho San Diego area that were assumed to accommodate about 2,550 dwelling units are now planned for open space. Second, the general plan assumptions forecast more weekday trips for the project site than are now proposed. For this latter reason, a Buildout Plus Project forecast is not needed. The Buildout ADTs are shown on Figure 4.4-10, and the levels of service are shown in Table 4.4-9. Traffic volumes on Campo Road in front of the site would be considerably less than existing volumes because of the move of through traffic to the new SR-94 freeway. Traffic on Jamacha Boulevard and Jamacha Road would be much greater than at present, and these roads would be widened to four and six lanes, respectively. As would be expected for a planned condition on major roadways, all LOS are anticipated to be C or better.

TABLE 4.4-9
Weekday Level of Service
Buildout Condition

Street Segment	General Plan Classification	Buildout ADT[1]	LOS[2]
Campo Road			
Avocado Blvd. to Jamacha Blvd.	Major Street (4 lanes)	14,000	A
Jamacha Blvd. to Jamacha Road	Prime Arterial (6 lanes)	37,000	B
South of Jamacha Road	Major Street (4 lanes)	18,000	B
Jamacha Boulevard			
South of Campo Road	Major Street (4 lanes)	26,000	C
Jamacha Road			
North of Campo Road	Prime Arterial (6 lanes)	43,000	C

1 Average daily traffic volume
2 Level of Service

Future intersection performance, based on intersection configurations for the buildout condition (Figure 4.4-2) are shown in Table 4.4-10. In the buildout condition, the decreased traffic volume on Campo Road in front of the project site and the increased ADT on Jamacha Boulevard and Jamacha Road are reflected in the intersection levels of service. However, all intersections would operate at LOS D or better. In response to concerns about the feasibility of building SR-94 on the proposed alignment, the widening of Campo Road to eight lanes was evaluated by the traffic engineer. This roadway configuration is discussed in the Appendix B. The proposed project has been designed to accommodate the potential for an eight-lane Campo Road by not proposing any improvements within the right-of-way that would be required to expand Campo Road to an eight-lane arterial.



LEGEND

X.X: WEEKDAY DAILY TRAFFIC VOLUME (IN THOUSANDS)

★ PROJECT SITE

SOURCE: SANDAG SR-54 STUDY ASSUMES SR-54 AS AN EXPRESSWAY NORTH OF SR-94 AND SR-94 AS A FREEWAY.

N

Not to Scale

Buildout Traffic Volumes — Figure 4.4-9

TABLE 4.4-10
Intersection Level of Service
Buildout Condition

Weekday Traffic

INTERSECTION	AM PEAK HOUR				PM PEAK HOUR			
	ILV VALUE[1] (veh/hour)	STATUS[2]	DELAY[3] (sec/veh)	LOS[4]	ILV VALUE (veh/hour)	STATUS	DELAY (sec/veh)	LOS
Campo Rd./Avocado Blvd.	830	UNDER	12	B	1075	UNDER	18	C
Campo Road/Via Mercado	599	UNDER	13	B	751	UNDER	16	C
Campo Road/West driveway	368	UNDER	1	A	487	UNDER	1	A
Campo Road/Jamacha Boulevard/East driveway	853	UNDER	32	D	1138	UNDER	33	D
Campo Road/Jamacha Road	1342	NEAR	37	D	867	UNDER	15	C

Sunday Traffic

INTERSECTION	8:00 to 9:00 AM				9:30 to 10:30 AM				11:00 AM to NOON			
	ILV VALUE[1]	STATUS[2]	DELAY[3] (sec/veh)	LOS[4]	ILV VALUE	STATUS	DELAY	LOS	ILV VALUE	STATUS	DELAY	LOS
Campo Rd./Avocado Blvd.	841	UNDER	12	B	726	UNDER	14	B	670	UNDER	11	B
Campo Road/Via Mercado	569	UNDER	4	A	532	UNDER	8	B	1009	UNDER	9	B
Campo Road/West driveway	561	UNDER	10	B	495	UNDER	13	B	785	UNDER	13	B
Campo Road/Jamacha Boulevard/East driveway	969	UNDER	21	C	715	UNDER	27	D	1098	UNDER	38	D
Campo Road/Jamacha Road	711	UNDER	13	B	717	UNDER	14	B	956	UNDER	16	C

[1] Intersection Lane Volume
[2] STATUS refers to the results of the ILV analysis.
[3] Delay in seconds per vehicle
[4] Level of Service

Campo Road/SR-94 Improvements

The proposed offsite improvements within the Campo Road/SR-94 right-of-way adjacent to the project site would not result in significant traffic or circulation impacts. The proposed improvements to Campo Road, i.e., constructing acceleration and deceleration lanes and dual-left turn lanes at both of the entrances to the proposed church campus, are mitigation measures which would be provided to avoid significant impacts. Significant congestion and safety impacts would occur if the proposed church and cemetery were developed without the proposed improvements to Campo Road/SR-94.

Mitigation Measures

The analysis identified a number of roadway design features which are required to avoid or minimize significant adverse traffic impacts. These features are required mitigation measures, which are described below.

Mitigation Measure 4.4-1: The following improvements shall be implemented. All mitigation measures relative to State Routes are subject to Caltrans' approval.

- At the east project driveway, which is the intersection of Campo Road and Jamacha Boulevard, provide one left-turn lane, one shared left-turn and through lane, and one right turn lane for the southbound approach and two lanes for traffic entering the project. Provide a westbound deceleration lane and a southbound right-turn acceleration lane. Provide for the restriping of Campo Road to provide dual left-turn lanes at the eastbound approach.

- At the intersection of Campo Road and Jamacha Boulevard, modify the existing signal, adding equipment where necessary, to accommodate traffic entering and leaving the project. The signal shall allow for two northbound lanes to enter the project driveway when Jamacha Boulevard is widened to major road standards.

- At the west project driveway, provide one left-turn lane and one right-turn lane for the southbound exit and two lanes for traffic entering the project. Provide a westbound deceleration lane and a westbound right-turn acceleration lane. Provide for the restriping of Campo Road to provide dual left-turn lanes for the eastbound approach.

- Signalize the intersection of Campo Road and the west project driveway.

- Install a traffic signal interconnect for the signals on Campo Road at Via Mercado, at the west project driveway and at the east project driveway/Jamacha Boulevard.

- Contribute fair-share funding for improvements to Jamacha Boulevard south of Campo Road (County of San Diego project number Curb Grade {CG} 3662), as agreed with the Director of Public Works. Plans for this improvement project, titled "Improvement on Jamacha Boulevard from Campo Road to Sweetwater Springs Boulevard", have been approved by the County of San Diego Department of Public Works and the improvements have been secured for with a bond from the development of Tentative Map 4649-2. This County project will improve this section of Jamacha Boulevard from two lanes to a four lane major road. The project is currently completing the processing of environmental documents, with advertisement for construction bids expected in late 1996. This improvement project will mitigate impacts by improving the Level of Service on this roadway from "E" to "C".

Mitigation Measure 4.4-2: If the applicant is not successful in obtaining Caltrans' approval of a traffic signal at the western project driveway, the following project changes and additional project features shall be implemented to mitigate impacts caused by having only one signalized entrance to the project:

- The Park and Ride lot shall not be provided.

- The westbound approach to the Campo Road/Jamacha Boulevard intersection shall be redesignated to allow the outside westbound through lane to become a shared through/right-turn lane. Refer to AIS

- After church activities shall be implemented to spread out peak departures from the site after the second church service. Such activities could include a social hour with refreshments, prayer groups, educational classes or other activities that would retain church members onsite after the second worship service.

Analysis of Significance

The proposed project would generate small volumes of traffic during weekday peak hours and higher volumes of traffic on Sunday mornings. Project access would be through two driveways to Campo Road. The adverse impacts of these changes would be mitigated to below a level of significance by the provision of acceleration, deceleration and dual left-turn lanes, a signalized intersection at the west driveway and Campo Road, a change to the signalized Campo Road/Jamacha Boulevard intersection from three-way to four-way, and by the interconnection of signals.

4.5 Noise

A noise analysis for the proposed project, *Noise Impact Assessment, Skyline Wesleyan Church, San Diego County, California* was prepared by Giroux and Associates, Inc. in June 1995 and is the basis for this section of the EIR. The complete report is included in this EIR as Appendix E.

Existing Conditions

Noise Descriptors

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air. Noise is defined as unwanted sound. The sound pressure level is the most common descriptor used to characterize the loudness of ambient noise. The unit of measurement of sound pressure level is a decibel (dB). Because sound or noise can vary in intensity by over one million times within the human hearing range, a logarithmic loudness scale is used to characterize dB values within a convenient and manageable level. Since the human ear is not equally sensitive to all sound frequencies within the entire logarithmic spectrum, noise levels at maximum human sensitivity (i.g., middle-"A" and its higher harmonics) are factored more heavily into sound descriptions in a process called "A-weighting", written as dB(A).

Time variations in noise exposure are typically expressed in terms of a steady-state energy level equal to the energy content of the time-varying period (called L_{eq}), or alternately, as a statistical description of the sound level that is exceeded over some fraction of a given time period (e.g., L_{10}, L_{33}, L_{50}, etc.). Finally, because community receptors are more sensitive to unwanted noise during evening and night-time hours, an artificial dB increment is added to noise levels during these hours in a 24-hour noise descriptor called the Community Noise Equivalent Level (CNEL).

Ambient Noise Levels

The principal source of existing noise at the project site is vehicle noise from roadways in the area, particularly Campo Road. The noise level between the roadway and the future building site is attenuated by the natural spreading of sound waves and the irregular site topography.

Noise levels adjacent to Campo Road were monitored on June 20, July 14, and September 14 of 1994 and May 8 and May 17 of 1995. Traffic was counted during each measurement. The results of the 1994 noise measurements and traffic observations are shown in Table 4.5-1. The traffic volume and speed data was used in the Federal Highway Administration (FHWA) Traffic Noise Prediction Model to predict the noise level at the point of measurement. The results of the modeling are also shown in Table 4.5-1. For the June and July observations, the measured noise levels of 73 dB and 71 dB, respectively were one dB greater than the modeled noise levels of 72 dB and 70 dB. This comparison of measured versus predicted levels within one decibel is within the ± 1 dB level of accuracy presumed for both measurement and noise modeling. The September measured noise levels of 68-69 dB were lower than those measured in June and July,

and 2-3 dB lower than the modeled value, which agrees with the previous model results. The cause for the disagreement is not known.

TABLE 4.5-1
Existing Noise and Observed Traffic Conditions

Monitoring Date	06/20/94	07/14/94	09/14/94
Measured Noise Level, dB Leq 100 feet from Campo Road CL	73	71	68-69[1]
Observed Traffic			
Auto	1770	1620	2020
Medium truck	40	70	40
Heavy truck	70	20	30
Traffic Speed, miles/hour	55	55	—[2]
Modeled Noise Level, dB Leq[3] 100 feet from Campo Road CL	72	70	71

[1] Four measurements
[2] Data not given in noise report
[3] Model assumed a "hard" site

The September measurements used two noise level meters to determine whether the existing site acoustical characteristics are more reflective for noise energy, ("hard") or absorptive ("soft"). It was determined that use of a "hard" site assumption for project receptor locations with a direct source-receiver line of sight is appropriate.

Monitoring experience has shown that the 24-hour weighted CNEL is typically around two dB higher than the mid-day L_{eq}. Based on the measurement and modeled data, the existing CNEL at 100 feet from Campo Road would be 73 dB. Assuming an acoustically "hard" site, the 60 dB CNEL contour could extend as far as 1,000 feet from the Campo Road centerline. With obstruction of the direct line of sight by irregular terrain, the actual 60 dB CNEL contour distance may be less than 1,000 feet in many locations.

Two additional sets of measurements were performed in May of 1995. The first measurement consisted of 24-hour readings taken 100' from the Campo Road centerline. A noise prediction model was also run using Caltrans data of 32,000 existing ADT with 3.9% medium duty trucks (MDT) and 2.6% heavy duty trucks (HDT). The model assumed a travel speed of 62 mph to match observations with predictions within ±1.1 dB for day, evening, and night measurements, and within 0.3 dB of the 24-hour weighted CNEL (75.3 dB(A) predicted versus 75.6 dB(A) measured). The results of the measured readings and noise prediction model are shown in Table 4.5-2:

TABLE 4.5-2
Supplemental Predicted and Measured Noise Levels for Existing Conditions

	Autos	MDT	HDT	Model	Measured
Day	71.4	63.9	65.7	73.0	72.1
Evening	69.5	62.2	63.8	71.1	70.0
Night	65.4	58.0	59.7	67.0	68.1
			CNEL	75.3	75.6

[1] Observed 100" from Campo Road centerline.

Measurements were also made at the fenceline of the nearest offsite residence to the project site, 900 feet from the Campo Road centerline. For the hours between 3 p.m. and midnight, the observed readings were an average of 9.8 dB(A) less than those measured 100' from the Campo Road centerline. This average difference was used to estimate the morning measurements at the fenceline location. The resulting measurements are shown in Table 4.5-3. The table shows that for each of the time periods observed, the County noise standard is already exceeded at this location due to existing background noise from Campo Road traffic.

TABLE 4.5-3
Supplemental Predicted and Measured Noise Measurements
Observed 900' from Campo Road Centerline

Time	County Code	Measurement dB(A)
00-05	45	49
05-07	45	62
07-15	50	60
15-20	50	61
20-22	50	60
22-00	45	55

[1] Estimated by subtracting 10 dB from lowest observed measurements for corresponding time periods taken 100' from Campo Road Centerline

[2] Lowest observed value for indicated time period.

Impacts

Applicable Standards

Policy 4b of the Noise Element mandates that proposed "noise-sensitive" developments should not be approved in areas with an exterior noise exposure above 60 dB CNEL unless an acoustic study has been performed. The acoustic study must document whether mitigation can be developed to achieve this standard, and if not, whether an interior exposure of 45 dB CNEL can be achieved. Policy 4b does not specifically include churches in the definition of noise sensitive areas. However, the definition includes schools, libraries and similar facilities where quiet is an important attribute of the environment. Therefore, it is clear that the proposed facility should be considered a noise sensitive area subject to Policy 4b. There is an exemption to the policy which also applies to the proposed project. Facilities which would usually be occupied only part of a day, such as schools and churches, should meet an interior noise standard of 50 dB one hour average sound level.

The ambient noise measured and calculated for the existing conditions indicate that noise levels at the project site exceed the 60 dB CNEL standard of Policy 4b, and that an acoustical analysis of the proposed project is required.

Cemetery uses are not included in the County standards because quiet, except in certain instances, is not an "important attribute of the environment." Quiet may be desirable for graveside services or for contemplative visitation. The statewide recommendations find noise acceptable up to 75 dB(A) CNEL, but suggest evaluation of mitigation potential when levels exceed 70 dB(A) CNEL. In the absence of any specific San Diego County standards for cemeteries, noise impacts for the proposed cemetery use have not been evaluated in the impact analysis.

Construction noise limits are contained in the San Diego County Noise Ordinance, Section 36.410 of the County Code. The ordinance limits hours of construction to the hours of 7:00 a.m. to 7:00 p.m., Monday through Saturday. No construction is allowed on Sundays or holidays. The ordinance also requires that construction noise levels not exceed 75 dB, averaged over an eight-hour period.

Sound level limits for noise produced onsite are regulated by Section 36.404 of the noise ordinance. The ordinance limits noise levels at and beyond the boundary of the property where noise would be generated. The project proposes that the area of the SWC property where the church buildings and parking areas would be built be zoned S-88. The residential properties to the west and northwest are zoned RS and S-80. Therefore, the limits for noise generation at the boundary of the SWC property would be 50 dB(A) $L_{eq(1)}$ from 7 a.m. to 10 p.m., and 45 dB(A) $L_{eq(1)}$ from 10 p.m. to 7 a.m. However, the County noise standard is already exceeded at the fenceline of the nearest offsite residence to the project site for all three time periods due to the existing background noise from Campo Road traffic.

Sensitive Receptors

The proposed project would introduce sensitive receptors to the site. Each of the church complex buildings would have noise sensitive areas. There would also be exterior use areas, such as plazas and courtyards as shown in Figures 2.4-5 and 2.4-6. The receptor chosen for analysis of noise impacts is the proposed outdoor play area at the east end of the Children's Learning Center.

Residential land uses which are nearest the project site and could be exposed to noise generated on the site are limited to a few homes on the southeast end of Via Palma. Additional homes on Via Palma and on Via Escuda, to the north, could be exposed to construction noise. There are no residential uses adjacent to Campo Road between Via Mercado, west of the site, and the Campo Road/Jamacha Road junction, east of the site.

Non-human sensitive receptors must also be considered. The California gnatcatcher, a sensitive bird, listed as Threatened by the U.S. Fish and Wildlife Service, is found on the project site. Studies suggest that excessive noise levels may inhibit the nesting activities of certain avian species in "noise-sensitive" biological habitat directly adjacent to the noise source (Ogden, 1992). Specifically, the masking effect of such noise appears to interfere with the mating calls of sensitive birds such as the gnatcatcher. Little research has been conducted on the effects of noise on this species, and most of the available information is based on anecdotal observations. Although the long-term effects of noise on the coastal California gnatcatcher is unknown, the species is known to nest near significant noise sources. For example, existing coastal California gnatcatcher populations are found at the west end of the Miramar Naval Air Station runway, near I-805 and SR-52, where the combined noise level from aircraft and traffic is in the mid-70 dB CNEL range with peaks over 100 dB. Notwithstanding the fact, it is generally accepted that exposure of the gnatcatcher to average noise levels greater than 60 dB during the breeding season interferes with the mating call and may prevent successful breeding.

Construction Noise

Site development would require extensive heavy equipment operations to clear and grade pads for buildings and parking. Construction equipment noise levels range widely as a function of the equipment used and the activity level, or duty cycle. In a typical construction project, the loudest short-term noise levels are those of earth- moving equipment under full load, which are on the order of 90 dB at a distance of 50 feet from the source. This noise will be attenuated by the spherical spreading of sound waves at a rate of 6 dB per doubling of distance, e.g., a noise level of 90 dB at 50 feet will be 84 dB at 100 feet, 78 db at 200 feet and 75 dB at about 285 feet. For this project, it is assumed that the maximum one-hour construction noise level would be 88.5 dB, measured at a distance of 50 feet. Therefore, the construction noise limits of the noise ordinance would be exceeded if the maximum noise level persisted for eight hours within 240 feet of a sensitive receptor.

For the proposed project, about five houses on Via Palma are within 240 feet of the driveway and parking lot construction area. Additional residences on Via Palma and Via Escuda are within 240 feet of the proposed water line construction corridor. These residences would be exposed to noise levels exceeding 75 dB. The nature of grading, compaction and paving operations is such that the equipment would likely be within 240 feet for very short periods of each pass. Therefore, the average noise level would be much less than 75 dB. For these homes, there would be a short-term adverse noise impact. However, the noise levels would not violate the noise ordinance, and the impact would not be significant.

Construction noise may also adversely affect the California gnatcatcher. Noise levels greater than 60 dB $L_{eq(1)}$ within the identified territory of a gnatcatcher during the breeding season, February 15 to July 31, could constitute a significant impact. Construction noise levels of 60 dB L_{eq} may be anticipated within 1,330 feet of grading activities and other construction activities using diesel engine driven equipment. With the complex terrain of the project site, the zone of possible avian impact may be less than the theoretical maximum of 1330 feet. The possible impact "envelope" may nevertheless be substantial such that mitigation may be required. Impact mitigation for construction may entail construction during periods of lesser avian noise sensitivity or the installation of temporary barriers. The most practical solution may require a qualified biologist to survey potential impact areas prior to, and/or during grading in order to render timely judgement of the situation. A construction noise impact mitigation plan should be developed and approved by an appropriate wildlife agency such as USFWS.

Hard rock deposits on the project site may require blasting to fracture the rock for removal to create building pads and level parking areas. Blasting, however, would be conducted to only fracture material and not physically move material. Use of "scaled distance" method for blasting as prescribed by the Office of Surface Mining Reclamation and Enforcement (U.S. Department of Interior) is not expected to create sufficient noise or vibration to loosen rocks from exposed outcroppings around the construction area. Such controlled blast procedures would similarly preclude audibility at the nearest residences beyond a dull "thump" when the time-sequenced charge is drilled into the rock detonates. Blasting experience in similar projects generally finds the rock drill to be a greater source of nuisance. Because the drill would normally be screened from direct line of sight view to the nearest homes, particularly by the time hard rock is encountered at 20-30 feet below grade, drilling and blasting are anticipated to have a less than significant noise or vibration impact.

Traffic Noise to the Site

In the long-term, at area buildout, the principal noise sources to the site would be Campo Road and the new roadways to be built for SR-94 and SR-54. The roadway development at buildout is shown schematically in the traffic analysis (Figure 4.4-2). It was assumed that the observed noise characteristics from Campo Road could be applied to the future Campo Road, SR-54 and SR-94. Therefore, the 73 dB CNEL noise level obtained from monitoring and modeling the existing conditions was adjusted for the current buildout ADT projections, which are 14,000 for

Campo Road, 69,000 for SR-54 and 93,000 for SR-94. The resultant forecast noise levels at 100 feet from the centerline of each roadway would be 69 dB for Campo Road, 76 dB for SR-54 and 77 dB for SR-94.

Figure 4.5-1 illustrates a worst-case estimate of the future traffic noise contours on the project site. To provide a conservative estimate, noise from Campo Road as an eight-lane arterial (Appendix B) was assumed. A "hard" site was assumed, the noise reduction for source-receiver distance was calculated and noise levels from SR-54 were reduced by 3 dB to account for the fact that SR-54, north of the site, would not be seen. No noise reduction was taken for natural or man-made barriers between the roadways and the site. The closest noise sensitive area, the playground next to the Children's Learning Center, would have a noise exposure of 72 dB CNEL. The 60 dB CNEL contour theoretically covers the entire project site. However, both the blocking action of parts of the irregular intervening terrain and the atmospheric absorption that becomes progressively important at long distances which is not included in the above calculations reduce the theoretical extent of the 60 dB contour.

These levels exceed the San Diego County standard of 60 dB under an assumption of a clear line of sight from the source to the receiver. At the Children's Learning Center playground, the topography creates a 10.5-foot berm between the roadway centerline and the play area. Calculation of barrier noise reduction effectiveness along a 370 foot slant path from Campo Road to the play area predicts a noise reduction of 11 dB. The residual noise exposure for the Campo Road "8-lane arterial" alternative is 62 dB CNEL.

The play area is further "wedged" between two buildings that restrict the full view of Campo Road. Calculation of the noise reduction experienced by the loss of 75 degrees of view is 2 dB. The final calculated noise exposure at the play area is therefore 60 dB CNEL which exactly meets the San Diego County standard. No mitigation is needed for any exterior recreational area to meet exterior noise standards.

Any other exterior courtyard activities would be similarly shielded by the terrain. Ground-floor receivers would have a noise exposure near 60 dB. However, the upper levels of building facades facing Campo Road would not have any terrain screening benefit. Their noise loading would thus be near 73 dB CNEL. When architectural plans and details have been prepared, a structural noise attenuation study would be necessary to verify that the County interior standard of 50 dB CNEL for intermittent noise sensitive uses is met in the Chapel, Adult Education Center and Children's Learning Center. With closed windows, the noise reduction of around 23 dB needed to meet the 50 dB standard should be readily attainable.

Offsite Traffic Impacts

The traffic volumes added to roadways near the site would increase the noise levels to adjacent properties. The volume of traffic added by the project would be small in comparison to the existing volumes. On Campo Road west of Jamacha Boulevard, the project would add 600

vehicles to an existing average daily volume of 30,900. East of Jamacha Boulevard, the project would add 800 vehicles to an existing volume of 34,000. In each case, the traffic noise increase would be about 0.1 dB which would not be noticeable.

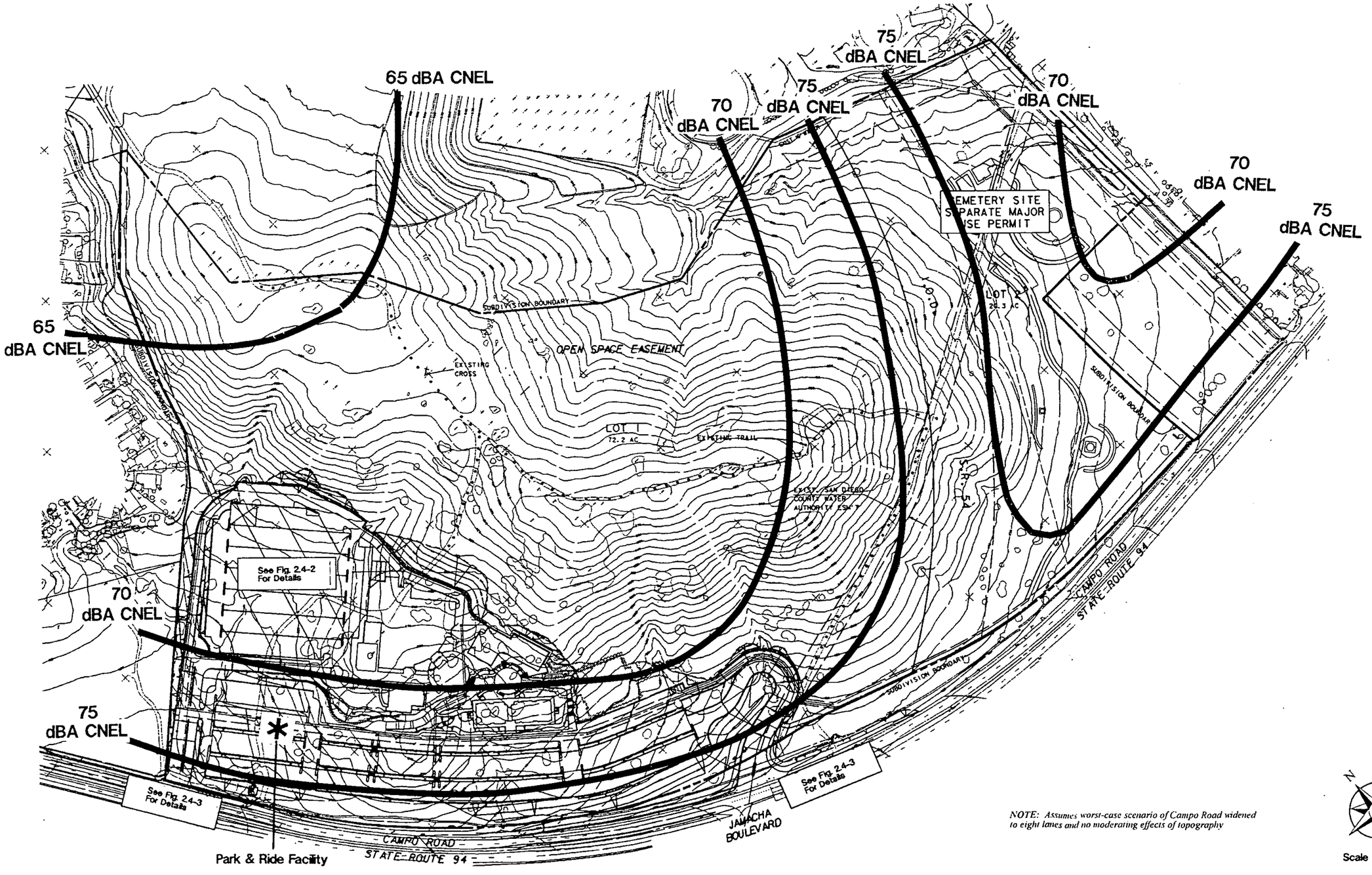
Site Activity Noise

Noise onsite would be made by vehicles entering and leaving the site, by parking lot activity, and by heating, ventilating and air conditioning (HVAC) equipment.

A detailed parking lot activity noise analysis conducted for a previously proposed project on the site, for a similar geographic relationship, showed that the calculated noise level for maximum lot activity without a propagation barrier was 49 dB L_{eq} (Graves Engineering, 1989). This analysis included monitoring of 312 vehicle startups and stops and a steady flow of traffic in and out of a parking lot. The noise level was calculated by Graves Engineering for the nearest residence at 200 feet from the nearest vehicle. Since the nearest residence is 240 feet from the proposed parking structure, the same 49 dB impact level was assumed applicable to the proposed project. In addition, the proposed access road to the parking lot passes within approximately 100 feet of the nearest residence. The calculated noise level from a projected maximum of 600 vehicles per hour on the access road would be 55 dB L_{eq} at the residence. When combined with the parking lot activity, the noise exposure upon the nearest residence from the parking lot would be 56 dB L_{eq}. As previously noted, existing background noise levels at this location [60-62 dB(A)] already exceed County noise standards. Background noise levels do not drop below the maximum 56 dB level until after 10:00 p.m. Therefore, unless the entire lot is full and empties after 10:00 p.m., noise impacts from the parking lot are not anticipated to be readily perceptible nor significant. Moreover, the project proposes an eight-foot screening wall between the residence and parking lot. Although not required for noise impacts, this masonry wall would attenuate noise levels by over five dB and would ensure that any parking lot noise impacts on residential receptors are minimized. Backyard receptors at the nearest sensitive receivers would be adequately protected by the masonry wall as shown on the cross-section in Appendix E.

A calculation of noise levels from 600 cars using the northern parking lot perimeter drive on a full attendance day driving at 25 mph shows noise levels are reduced by 9 dB by the screening wall described above. With the shielding from the inner screening wall, noise levels from the occasional use of the parking lot will be below the 50 dB L_{eq} standard.

On-site mechanical equipment such as HVAC sources would generate noise. HVAC fan units for large structures, such as the Worship Center and the Fellowship Center, can be major sources of noise. Because such equipment may operate between the hours of 10 p.m. to 7 a.m., the noise ordinance standard of 45 dB Leq must be met at the residential property line. Equipment located on major church complex structures would be located 700 feet or more from the nearest residence. This distance would attenuate HVAC noise levels about 23 dB, allowing an unshielded equipment noise level of 68 dB Leq at 50 feet. If proposed equipment would have greater reference noise levels, then a noise barrier would be required. A modular building may be



NOTE: Assumes worst-case scenario of Campo Road widened to eight lanes and no moderating effects of topography

Scale unknown

Source: Rick Engineering

Future Noise Contours — Figure 4.5-1

positioned on the northwest corner of the parking lot, much closer to the residential area. Noise from window HVAC units would likely be attenuated adequately by the proposed screening wall. Roof units should be analyzed to ensure that mechanical equipment does not cause noise levels in excess of the 45 dB L_{eq} requirement.

Campo Road/SR-94 Improvements

The proposed offsite improvements within the Campo Road/SR-94 right-of-way adjacent to the project site would not result in significant noise impacts. The proposed improvements to Campo Road are limited to constructing acceleration and deceleration lanes and dual-left turn lanes at both of the entrances to the proposed church campus. The construction areas would be further from existing sensitive receptors than the majority of the project. The construction noise would also be attenuated by topographic barriers. The improvements would not change the noise levels generated by traffic on Campo Road.

Mitigation Measures

Mitigation Measure 4.5-1: To prevent significant noise impact to sensitive avian species, the applicant shall implement Mitigation Measures 4.3-6 and 4.3-7 restricting grading activities in and adjacent to Diegan coastal sage scrub.

Mitigation Measure 4.5-2: A noise analysis shall be submitted demonstrating that the interior noise standard of 50 dB L_{eq} would be met.

Mitigation Measure 4.5-3: A noise analysis or specifications and drawings shall be submitted demonstrating that HVAC and other site mechanical equipment shall be designed to comply with the County noise ordinance.

Analysis of Significance

Implementation of the proposed project would result in potential significant impacts from construction noises to nearby residents. The operation of the church facilities would pose potential significant impacts to nearby residences from HVAC equipment noise. Mitigation measures, described above, would reduce the impacts to less than significant.

4.6 Cultural Resources

The following discussion summarizes the Gallegos & Associates Cultural Resource Survey and Extended Test Report (August, 1995), Gallegos & Associates letter report of June 23, 1994, and Westec Services Cultural Resource Survey and Testing Report prepared in October, 1988. The foregoing reports are contained in Appendix F. The study area of the WESTEC report, prepared for the original project proposal (Major Use Permit P88-039), encompasses the project boundaries for the current project area. The Gallegos & Associates letter report was prepared to determine the sufficiency of the previous Caltrans evaluation of sites SDi-4763 (Locus 2) and SDi-5066 (referenced in the WESTEC report). The Gallegos & Associates Cultural Resource Survey and Extended Test Report provided additional testing and evaluation of sites SDi-4763, Locus 2, and SDi-5066 for significance under CEQA and San Diego County's Resource Protection Ordinance (RPO).

The criteria for determining the significance of a cultural resource is based upon the California Environmental Quality Act (CEQA) and the County Resource Protection Ordinance (RPO). According to Appendix K, Section III of CEQA, an important archaeological resource is one which:

A. Is associated with an event or person of:

   1. Recognized significance in California or American history, or
   2. Recognized scientific importance in prehistory.

B. Can provide information which is of both demonstrable public interest and useful in addressing scientifically consequential and reasonable archaeological research questions, or

C. Has a special or particular quality such as oldest, best example, largest, or last surviving example of its kind, or

The RPO threshold for determination of significant prehistoric or historic sites states:

> Location of past intense human occupation where buried deposits can provide information regarding important scientific research questions about prehistoric or historic activities that have scientific, religious, or other ethnic value of local, regional, state, or federal importance. Such locations shall include, but not be limited to: any prehistoric or historic district, site, interrelated collection of features or artifacts, building, structure, or object included in or eligible for inclusion in the National Register of Historic Places or the State Landmark Register; or included or eligible for inclusion, but not previously rejected, for the San Diego County Historical Site Board List; any area of past human occupation located on public or private land where important prehistoric or historic activities and/or events occurred, and any

location of past or current sacred religious or ceremonial observances protected under Public Law 95-341, the American Indian Religious Freedom Act or Public Resources Code Section 5097.9, such as burial(s), pictographs, petroglyphs, solstice observatory sites, sacred shrines, religious ground figures, and natural rocks or places which are of ritual, ceremonial, or sacred value to any prehistoric or historic ethnic group.

Existing Conditions

Prior to the 1988 WESTEC survey and testing report, a number of previous surveys have overlapped the project boundaries. The first survey was conducted by Gross and Ezell for the Rancho San Diego Development Company in 1972, followed by Fink (1972). These surveys covered the southern portion of the project site and resulted in the recordation of SDi-4763 and SDi-4783. Another survey was conducted by Carrico (1977) for Avocado Village Lot No. 4. During this survey, which occurred west of the project area along SR-94, SDi-4783 was relocated and SDi-5066 was recorded.

Caltrans has sponsored the majority of work in the area for the proposed SR-54, between I-805 and I-8. In 1979, Archaeological Consulting and Technology was contracted to define the boundaries of SDi-4763, Locus 2 for Caltrans. During the same year, WESTEC was contracted by Caltrans to conduct Phase I testing at SDi-4763, Locus 2 and at SDi-4783.

In 1982, Rosen conducted excavations at SDi-4763, Loci 2, and 3, and at SDi-5066. Rosen's work resulted in the summation of previously gathered data from SDi-4763, Loci 2 and 3, and SDi-5066, respectively.

In 1988, WESTEC Services conducted an archaeological literature review, site record search, and field survey of the project area. The study area included portions outside of the current project site that were part of the previous MUP. Testing was also conducted to determine site significance under CEQA. No historically significant structures or features are present within the study area. However, the literature review and field survey identified five prehistoric resource sites: SDi-4763 (Loci 1, 2 and 3), SDi-4783, SDi-5066, SDi-4775, and W-1748. Sites SDi-4763 (Loci 2 and 3), SDi-4783 and SDi-5066 had been tested previously leaving only SDi-4763 (Locus 1), SDi-4775, and W-1748 to be tested under the WESTEC study. Of the five cultural resource sites identified within the previous MUP boundaries, three sites are located within the current project boundaries: SDi-4763 (Loci 1, 2, and 3), SDi-5066, and SDi-4775. A brief description of each site is provided below.

SDi-4763 (Locus 1)

SDi-4763 (Locus 1) was originally recorded by Fink (1972) during a survey for Rancho San Diego. One tool and two flakes were observed on the site surface. Subsequently, a testing program was conducted at this site by the most recent WESTEC study (1988). Artifacts

recovered included 238 flakes, 74 angular waste fragments, 2 cores, 1 biface, 1 hammerstone, 1 projectile point tip, and 1.1 grams of bone fragments. The field testing identified the site as a small habitation or camp site with a subsurface deposit extending to 60 centimeters. Site attributes indicate that primary core or tool preparation did not occur at SDi-4763. The lithic debitage more likely represents a secondary reduction or finishing area for the manufacture and/or maintenance of flaked lithic tools. No dates were obtained during the study as no charcoal or shell were recovered. However, the lack of pottery and the presence of heavy patination on the artifacts indicate that the site may be primarily from the Early Period.

The site was determined by Westec to be a significant/important cultural resource under County of San Diego and CEQA guidelines based on the wide range of artifacts recovered, the lack of disturbance to the site, the presence of and Early Period deposit, and the potential to answer important resource questions. Given the relatively small site size of 60x40 m. (2,400 sq. m.), relatively shallow nature of the deposit (over 98 percent of the cultural material recovered above 50 cm.) with the greatest depth in the central site area, and due to the absence of burials, cremations, and/or rock art or ceremonial significance items, Locus 1 of SDi-4763 is identified as not significant/not important under County of San Diego RPO.

SDi-4763 (Locus 2)

Gross (1975) located cultural material at Sdi-4763, Locus 2 near the north side of SR-94. Locus 2 was also surveyed twice by Caltrans (Meacham 1977, McManus 1977). Meacham (1977) noted only scattered flakes, but McManus' survey resulted in the enlargement of the site, adding Locus 3.

In 1979, WESTEC conducted the first subsurface excavations at SDi-4763, Locus 2 for Caltrans. Excavation revealed a deep midden deposit. Surface artifacts were collected and one bedrock milling feature was recorded during this study. Artifacts recovered include 15 cores, 248 flakes/angular waste, 3 utilized flakes, 1 uniface, 5 bifaces, 1 hammerstone, 6 manos, 16 pottery, bone, and shell.

Rosen (1982) began Phase II testing at Locus 2 in 1980. Cultural material included the remains of terrestrial vertebrates, marine shellfish, 1 metate, 9 manos, 38 cores, 1,139 lithic debitage, 16 unifaces, 9 bifaces, 4 hammerstones, and 17 Tizon Brown Ware ceramics, indicating that SDi-4763, Locus 2, was a campsite wherein a variety of activities took place. The village of Jamacha was less than 1 km east of this site and SDi-4763, Locus 2, was interpreted as a Late Prehistoric Period (post A.D. 1000) seasonal campsite or satellite of the larger village area.

Extended testing of Locus 2 by Gallegos & Associates (1994) identified a total of 741 artifacts and three prehistoric features. The site contained cultural deposit to 200 cm. Test Unit 1 at the site produced 400 artifacts, the majority recovered below the 70 cm level where the prehistoric features were found. Test Unit 2 produced 212 artifacts and 2 prehistoric features containing fire-

affected rock, charcoal, and artifacts. No ceramics or small projectile points were recovered during the testing. The extended testing found no indication of a Late Period component within the area studied. Locus 2 was identified as an Early Period habitation site, based on the lack of ceramics, lack of small projectile points, the radiocarbon dates circa 3,000 years ago, and the depth, number, and range of artifacts.

On the basis of their testing, Gallegos & Associates divided SDi 4763 (Locus 2) into a primary and a secondary site area. The portion of site CA-SDI-4763, Locus 2, identified as the primary site area (approximately 2,090 sq. m) is considered to be a significant/important cultural resource under County of San Diego and CEQA guidelines and is interpreted by the County of San Diego staff archaeologist as significant under RPO. This conclusion is based upon: 1) site integrity (i.e., presence of features); 2) site depth to 200 cm; 3) large number of artifacts representing a wide variety of activities; 4) two radiocarbon dates to circa 3,000 years ago; and 5) the potential to provide data to address significant research questions related to chronology, trade and travel, subsistence, and lithic reduction strategies. Gallegos & Associates was in agreement with Caltrans for the remaining portion of site CA-SDI-4763 (secondary site area) as not important/significant under federal, County of San Diego and CEQA guidelines.

SDi-4763 (Locus 3)

SDi-4763 (Locus 3) was originally recorded by McManus (1977) during a study for Caltrans. McManus described the site as several flakes in a road cut located at approximately 1400 feet east of the Jamacha Boulevard and Campo Road intersection. During a subsequent survey and test for Caltrans by McCoy (1979), the site was designated Locus 3 of CA-SDI-4763. McCoy identified a previously unrecorded bedrock milling feature with a single grinding slick located on it. McCoy collected one metavolcanic flake from the site surface near the bedrock milling feature and one flake from the 0-10 cm level of a 1x1 m unit, also located in the vicinity of the milling feature. Locus 3 was identified as not significant by McCoy.

SDi-5066

Sites SDi-5066 and SDi-4775 appear to be one large site separated by Campo Creek. SDi-5066 was initially recorded and described as a tool-bearing area with a deflated midden (Carrico 1977). Manos, metates, Tizon Brown Ware pottery, flakes, and cores were noted on the site surface. The areal extent of SDi-5066 was enlarged through the addition of a number of loci defined by Gross and Ezell (1972), Gross (1975), and Heuett (1979). The current site boundary includes approximately 49,000 sq. m. located on either side of Campo Road.

Rosen (1982) conducted excavations at SDi-5066 to test for National Register eligibility for a proposed SR-94 widening project. Artifacts recovered include 12 manos, 2 hammerstones, 13 cores, 886 flakes/angular waste, and 5 unifaces. Rosen concluded that SDi-5066 was probably seasonally occupied between March and September and that settlement was dispersed over a wide

area. Because of a lack of temporally diagnostic material, the site could not be placed within a chronological framework. Rosen identified CA-SDi-5066 as not significant with SHPO concurrence and therefore was not eligible to the National Register of Historic Places.

Extended testing of a portion of site SDi-5066 (5063 sq. m.) by Gallegos & Associates included excavation of three backhoe trenches and two 1x1 m units. No cultural material was recovered from the backhoe trenches. Artifacts recovered from the surface and unit excavation to 110 cm include 112 flakes, 62 angular waste fragments, 3 modified flakes, 1 metate fragment, 2.6 g of shell, and charcoal fragments. No features were identified and no material for radiocarbon dating was recovered. Based on the lack of ceramics and small projectile points, the portion of SDi-5066 located within the current study area (5063 sq. m.) is identified as an Early Period camp site. Previous testing at SDi-5066 (Rosen 1982) included excavation of four 1x1 m units in the portion of the site located within the current study area. Given the sparse artifact recovery and similar results to Caltrans previous work (Rosen 1982), as well as the lack of features, the limited range of artifacts recovered, and the lack of datable materials, the portion of site CA-SDI-5066 (5063 sq. m.) located within the current study area is identified as not significant/important under County of San Diego and CEQA guidelines.

SDi-4775

Site SDi-4775 was recorded south of SR-94 by Cupples in 1972. Artifacts noted by Cupples included one core/hammerstone and five flakes. A testing program conducted for the site identified SDi-4775 to be a small habitation locale approximately 1800 sq. m. in size (Kyle et al. 1988). Artifacts recovered to a maximum depth of 120 cm. included 342 flakes, 181 angular waste fragments, 3 scrapers, 1 biface fragment, 1 hammerstone, 1 mano, 1 retouched flake, 2 pottery sherds, and 0.1 grams of bone. The small sample of tools indicates that food processing functions were occurring at this site. Large bifaces are traditionally used in sawing, cutting or light scraping activities on plant and animal resources, while scraping tools were used primarily for heavier, lateral scraping or light cutting. Scrapers may have been used in the processing of wood, bone, or animal skins. Hammerstones were used as crusher, hammers, and pounders in a wide variety of functions, ranging from precursors used in tool manufacture to pulverizing food products. Milling tools, represented by the mano, were used in the processing of plant foods.

No dates were obtained from this study as no charcoal, obsidian, or shell, and only a small amount of bone was recovered. The presence of heavily patinated scraping tools and heavy patination on the majority of flakes and tools suggests an Early Period component. Two pottery sherds may be intrusive materials into an older site or may indicate a Late Period component overlying the Early Period component. A survey by Ogden (1994) relocated this site and noted that the site appeared as originally recorded.

Westec (1988) determined SDi-4775 to be a significant/important cultural resource under CEQA criteria but not RPO criteria and recommended avoidance or completion of a data recovery

program. This site contains a range of artifacts to identify habitation, depth of deposit suggesting occupation over a period of time, and integrity of deposit wherein important research questions can be addressed.

SDi-4783

The site was originally recorded by Tim Gross (1974) during a survey for proposed improvement along Highway 94. The site form indicated that 18 flakes, 1 tool, 1 complete mano, and 1 mano fragment were noted on the site surface (Gross 1974). Carrico (1977a) relocated this site during a subsequent survey of the area and found similar surface artifacts. Carrico (1977a) suggested that CA-SDi-4783 might be associated with CA-SDi-5066, located less than 0.25 mile to the southeast, and recommended that any further studies should be focused toward interpreting CA-SDi-4783 with respect to other sites in the region.

WESTEC archaeologists conducted Phase II testing at CA-SDi-4783 in 1979 for Caltrans (McCoy 1979). During this study, two bedrock milling features were recorded, surface artifacts collected, and five 1x1 m test units were excavated. Unit depth ranged between 20 cm and 60 cm. Twelve prehistoric artifacts (8 flakes, 1 angular waste fragment, 1 core, 1 hammerstone, and 1 quartz crystal) were recovered from the surface collection. No prehistoric cultural debris was recovered from the unit excavations. McCoy concluded that, based on the limited extent of the site, the severe site disturbance, and the minimal variation of cultural material present, CA-SDi-4783 was not eligible for nomination to the National Register of Historic Places.

Impacts

Project development would impact four of the five cultural resource sites identified within the project boundaries. Project grading for the church facilities would disturb portions of SDi-5066, SDi-4763 (Locus 1), and SDi-4763 (Locus 2). Development of the proposed cemetery would disturb SDi-4763 (Locus 3). SDi-4775, located within Lot 4 of the proposed Tentative Map, would not be impacted by the project since Lot 4 would be placed in an open space easement.

The project would have a significant impact on one of the four sites disturbed by grading. SDi-4763 (Locus 1) has been identified to be important under CEQA and all of Locus 1 would be impacted by grading, thus project impacts to this site would be significant. The project has been redesigned to avoid significant impacts to Locus 2 by capping and placing an open space easement over Locus 2. Project impacts associated with SDi-5066 and Locus 3 of SDi-4763 are not considered significant since these sites have not been identified as important cultural resources.

Campo Road/SR-94 Improvements

Project implementation would require roadway improvements to Campo Road. These improvements would potentially impact portions of SDi-5066. For SDi-5066, impacts would be associated with the construction of the westbound 240-foot transition lane and 300-foot acceleration lane at the western project entrance. As noted above, SDi-5066 was not considered to be an important cultural resource; therefore, impacts to SDi-5066 from Campo Road improvements would not be significant.

Mitigation Measures

Implementation of the following mitigation measures would reduce cultural resource impacts of the project and associated Campo Road/SR-94 improvements to below a level of significance:

Mitigation Measure 4.6-1: The applicant shall:

- Submit a Research Design to conduct a 16% salvage excavation of CA-SDi-4763 Locus 1 to be directly impacted by grading for Skyline Wesleyan Church facilities. If the consulting archaeologist believes that the research questions can be sufficiently answered without carrying out the full 16% sample, excavation may be terminated with concurrence from the Director of Planning and Land Use.

Refer to comment I.1

- Local Native American groups will be contacted to participate in this project in accordance with the California Native American Heritage Commission's instructions to observe both scientific salvage and monitor grading operations.

- Provide a Native American Graves and Repatriation Plan that is acceptable to the Native American Heritage Commission should human remains be encountered during the salvage excavation.

- Retain a County Certified archaeologist to conduct a 16% salvage excavation of CA-SDi-4763 Locus 1 in accordance with the County approved Research Design and submit a report that meets County standards. The data recovery program (excavation program) will be provided to the County for review and approval prior to initiation of fieldwork. This study will be structured to provide information to address the research questions of chronology, subsistence, trade and travel, and lithic reduction strategies. Field methods will include surface collection of all artifacts, manual excavation of 2 to 5 percent of the site area, followed by mechanical excavation (4 to 11%) to identify features and site stratigraphy. Features identified during the mechanical excavation will be manually excavated. All artifacts recovered will be catalogued and analyzed, and a report of finding addressing the research questions will be submitted to the County of San Diego for review and approval.

Mitigation Measure 4.6-2: The applicant shall:

- Grant to the County of San Diego an open space easement over archaeological sites CA-SDi-4763 Locus 2, and CA-SDi-4775 as depicted on Plot Plan Date Stamped (to be identified later) in Appendix F of the Draft EIR. Site CA-SDi-4775 shall include a ten meter buffer. These easements are to protect significant scientific archaeological resources and cultural remains buried under the surface of the property and prohibits all of the following on any portion of the land subject to said easement: grading, excavation, placement of soil, sand, rock, gravel or other material, clearing of vegetation, construction, erection or placement of any building or structure, vehicular activities, trash dumping or use for any purpose other than open space.

  The sole exceptions to this prohibition are: installation of the Amoco cloth and 24-inch soil cap and hydroseed landscaping to retard erosion.

  With respect to CA-SDi-4763, Locus 2, the placement of up to 12-foot of fill will be allowed, as illustrated on Figure 4.1 in Appendix F of the EIR, provided the 24-inch protective cap is placed in accordance with the Preservation Plan.

- Submit a Preservation Plan to cap archaeology sites CA-SDi-4763 Locus 2 and CA-SDi-4775 as depicted on Plot Plan Date Stamped (to be identified later) in Appendix F of the draft EIR. That plan shall include a blue line plot plan with instructions:

  - During construction the site boundaries will be staked and marked with flagging to ensure that the site is not damaged by mechanical equipment.

  - Only hand-removal of all vegetation, hand-transport of cut vegetation within the site area (no mechanical equipment of any kind shall be allowed within the site's boundaries).

Refer to comment I.2

  - During all vegetation removal, soil capping, and other activities conducted until the site has been capped, an archaeology monitor shall be present to prohibit relic collecting by the work crews and recover artifacts exposed by this operation.

  - For installation of either Amoco cloth or six inches of gravel to be followed by a minimum of 24 inches of sterile (no artifacts, construction rubble, or debris) soil cap to be spread over the site surface. A skip loader may push the soil cap out and over the site, but may not drive on the sensitive archaeology soil. The plan shall include an archaeologist present to monitor the site capping.

- For installation of hydroseed landscaping and temporary irrigation system with surface utility lines. The plan must prohibit undergrounding of utilities, excavation of post holes for fencing, or any other earth disturbance.

Analysis of Significance

Project implementation would have a significant but mitigable cultural resource impact on prehistoric site SDi-4763 (Locus 1). Implementation of the Data Recovery Program for CA-SDi-4763 Locus 1 and placing CA-SDi-4763 Locus 2 and CA-SDi-4775 in open space easements with appropriate capping would reduce cultural resource impacts to below a level of significance.

4.7 Hydrology/Water Quality

The following discussion summarizes the Preliminary Hydrologic and Hydraulic Study and Preliminary Drainage Study prepared for the project by Rick Engineering in January, 1995. These studies are contained in Appendix G and H of the technical appendices, respectively.

Existing Conditions

The project site is currently undeveloped and relatively undisturbed, consisting of native and non-native vegetation and scattered rock outcrops. Vegetation was recently disturbed in the northern part of the site at the highest elevations.

Runoff from the site flows in a southerly direction from relatively steep hillsides through small drainage swales and is conveyed under Campo Road through a system of seven existing culverts. The project site is situated within seven drainage sub-basins that are drained by each culvert. With the exception of the Basin 600 drainage system, all of the culverts operate below capacity. The 24-inch pipe draining Basin 600 is over capacity.

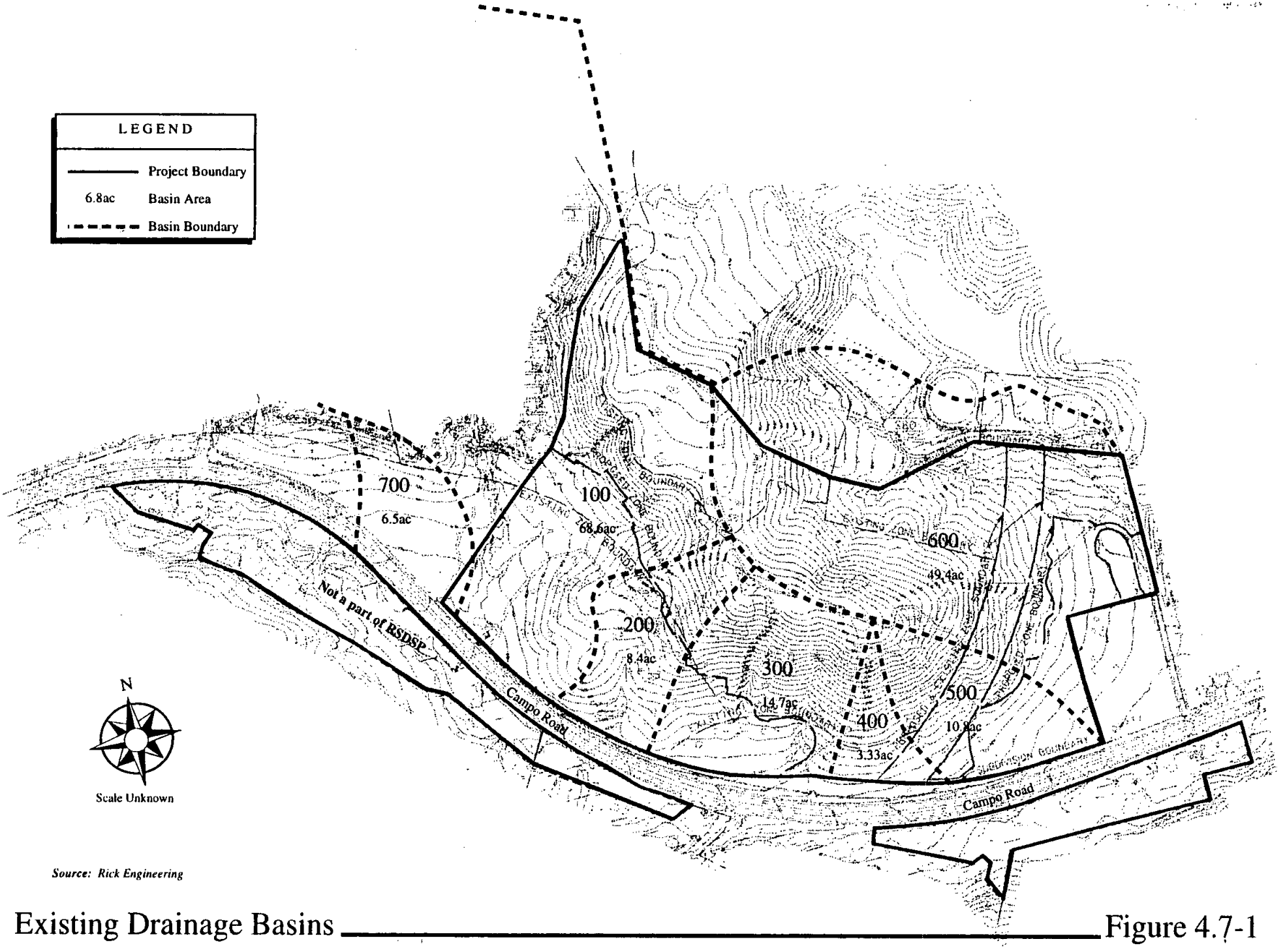
Figure 4.7-1 delineates the existing culverts and associated drainage basins. The culverts discharge into Campo Creek, a drainage swale running parallel to the south side of Campo Road. The contributing watershed area surrounding the project site is approximately 2.37 square miles. The confluence of Campo Creek and the Sweetwater River is located approximately 2,000 feet downstream to the east.

Surface water flowing from the project site ultimately drains to the Sweetwater Reservoir. The Sweetwater Reservoir is a domestic water supply reservoir owned by the Sweetwater Authority which provides water service to the cities of Chula Vista and National City.

Since 1978, the Sweetwater Authority has had an increasing concern about the effects of urban surface runoff entering the Sweetwater Reservoir. In 1982, a study was completed by Luke-Dudek, Civil Engineers, Inc. which estimated the effect of urban runoff on the water quality of the Sweetwater Reservoir. The study compared samples of both dry-weather and wet-weather urban runoff and measured runoff flows during storms and dry weather to determine the amount of various contaminants that could enter the Sweetwater Reservoir annually. The study then determined what effect such contaminants would have on the water quality of the Sweetwater Reservoir under both wet and dry years.

The study determined that existing and proposed development has the potential to impact the Sweetwater Reservoir's water quality in several ways, including:

> Dissolved solids (salts) primarily contributed by year-round dry-weather flows, which consist primarily of irrigation return flows that surface, can degrade the mineral quality of the domestic water supply;



Source: Rick Engineering

Existing Drainage Basins — Figure 4.7-1

Other chemical and physical contaminants carried by storm runoff from urban areas, such as heavy metals, oils and grease, and organic materials, can accumulate in a downstream reservoir only to be removed by treatment prior to domestic use. Heavy metals can accumulate in bottom sediments available for contamination of waters long after the source is terminated;

Potential increases in fecal bacteria, viruses, and pathogenic micro-organisms resulting from the presence of sewerage systems and domestic animals can occur;

Nutrients from fertilizers leached to surface waters can cause excessive algal and vegetative growth, resulting in dissolved oxygen depletion, fish kills, odor formation, and increased treatment needs; and

Toxic materials generated by man's activities and washed or leached to the downstream reservoir can pose a threat to plant, animal, and human health.

These impacts can be caused by runoff flows from urbanized (and non-urbanized areas) areas including: sewage spills, septic tank leachate, first-flush storm runoff, car washing, excessive irrigation practices leading to surfacing return flows, over-use of fertilizers and pesticides/herbicides which are carried by surfacing groundwater, illegal discharges of chemicals, septic tank solids, or trash to storm drains and drainage courses.

The study determined that year-round, dry-weather flows would have the greatest effect on Sweetwater Reservoir's water quality, particularly in the area of mineralization. Highly mineralized irrigation return water flowing daily into the reservoir actually exceeded the volume of water expected from storm flows on an annual basis during normal rainfall years. Thus, the study recommended a plan to divert dry-weather flows around the reservoir. Later, the Authority decided to plan a diversion system that also catches and diverts first-flush storm runoff from urbanized areas around the reservoir. The project will consist of upstream catch basins, diversion pipelines, and pumping facilities. Design of the lower portion of the diversion facilities has been completed along the reservoir but the diversion facilities within the upstream Rancho San Diego development area have yet to be completed.

The cost of the diversion facilities is to be funded by contributions by recent and future developers in the upstream drainage basin. The Sweetwater Authority has assumed the funding responsibility for areas already developed prior to adoption of the Reservoir protection plan. The Authority's Resolution 88-5, "Resolution of the Governing Board of Sweetwater Authority Amending its Established Policy Regarding Urban Runoff Protection for the Sweetwater Reservoir" establishes the project funding plan.

In compliance with the Federal Clean Water Act and Environmental Protection Agency regulations, the State of California would regulate any industrial storm water discharges associated with the proposed project. On November 16, 1990, the Environmental Protection

Agency established final regulations that establish application requirements for storm water permits. The regulations require specific categories of facilities which discharge storm water to obtain a National Pollutant Discharge Elimination Permit (NPDES) permit. Because the proposed project would result in a land disturbance of greater than five acres, it would require an NPDES permit.

Regulated facilities which discharge industrial storm water either directly to surface waters or indirectly through municipal separate storm sewers must be covered by a permit. The regulations allow authorized States to issue general permits or individual permits to regulate industrial storm water discharge. As such, the State Water Resources Control Board adopted provisions for the General Industrial Storm Water Permit on November 19, 1991. The State Water Board has elected to issue a statewide general permit that will apply to all discharges requiring a permit. To obtain authorization for continued and future industrial storm water discharge, dischargers must submit a Notice of Intent (NOI) to be covered by the statewide general permit. This permit generally requires dischargers to:

- Eliminate non-storm water discharges to storm water systems;
- Develop and implement a storm water pollution prevention plan; and
- Perform monitoring of discharges to storm water systems.

Impacts

Hydrology

Development of the proposed church facilities would result in the construction of building structures, parking lots, and landscaped areas. This development would increase the amount of impervious surfaces onsite and, in turn, the amount of surface runoff. The cemetery's surface area would consist primarily of grass and landscaping; therefore, the increase in cemetery runoff is negligible.

Project development would result in a negligible increase of surface runoff in the surrounding watershed. At buildout, the 2.37-square mile watershed is estimated to discharge approximately 1,625 cubic feet per second into Campo Creek under 100-year storm conditions. Storm runoff from the church facilities and cemetery would represent approximately 90 cubic feet per second or six percent of the watershed's discharge.

The proposed drainage system for the church facilities and cemetery is shown in Appendix H. Existing drainage patterns would not be significantly altered by the project. Under buildout conditions, site improvements could utilize existing pipe crossings and still operate below capacity with one exception. Basin 600 would remain above capacity. However, the project design would reduce flow to the Basin 600 culvert by diverting a portion of the flow area to Basin 500.

Due to changes in peak discharge and velocity of surface runoff, the project would have a significant impact on the riparian area in Campo Creek. This impact would be associated with the increased potential for erosion and transportation of sedimentation to the Sweetwater River. Energy dissipators would be required to reduce the outlet velocities to non-erosive velocities.

Flood Control

The project's hydrology study delineated the Campo Creek floodplain and floodway on the property (See Appendix G, HEC-2 Cross Section Map). A proposed flowage easement, coterminous with the Campo Creek floodway, is delineated on the project's tentative map (See Figure 2.4-13). The onsite floodplain and floodway lie within the proposed open space easement of Lots 3 and 4. Thus, the project would not place structures, facilities, or other improvements in Campo Creek that would obstruct flow, increase flood elevations, or damage adjacent property. As previously noted, project runoff would not significantly impact the capacity of the drainage system beneath Campo Road (SR-94). Therefore, the project would not result in significant flood/drainage impacts to this roadway.

Water Quality

The project would have the potential for both short-term and long-term water quality impacts. Potential short-term water quality impacts would occur during the grading and construction phases of the project. Cleared and graded areas would be exposed to rain and surface runoff. During grading activity, improperly controlled runoff from the project would potentially result in erosion and the transportation of sediment to the Sweetwater River. As previously noted, the efficient design of storm drainage systems have the potential to concentrate runoff and increase flow velocities, resulting in downstream soil erosion if proper energy dissipation is not incorporated into the system.

Potential long-term water quality impacts would occur after the project is constructed. The project would result in the creation of impervious surfaces, such as streets, parking lots, and rooftops where contaminants accumulate and are easily flushed to natural drainage channels through the drainage system. These contaminants may consist of oil, rubber, metals, pathogens, trash, and other solid wastes. Fertilizers and pesticides applied to landscaping may also be carried offsite. The accumulating effects of man-made surfaces and efficient stormdrain facilities during rainy periods would expedite the collection and downstream conveyance of these potential contaminants.

Water quality impacts of the proposed cemetery are not anticipated to be significant. According to a 1992 study prepared by the Ontario Ministry of the Environment, cemeteries are not a significant source of groundwater contamination by formaldehyde. In addition, the calculated loading estimates for formaldehyde and nitrates being released from cemeteries supports a low potential for groundwater contamination.

Because of its vertical and horizontal separation, the cemetery is not anticipated to significantly impact the onsite water line maintained by the San Diego County Water Authority. At its nearest point, the open cemetery zone lies approximately 180 feet south of the water line. A major portion of the cemetery zone is situated at elevations below the water line. Surface runoff from this area would flow away from the existing water line. Burial procedures would also utilize concrete vaults that would contain caskets.

Campo Road/SR-94 Improvements

Roadway improvements to Campo Road/SR-94 are not anticipated to result in significant Hydrology/Water Quality impacts. Improvements would increase surface runoff due to the increase in impermeable surface area created by additional pavement. However, standard drainage control facilities would be incorporated as necessary to accommodate the negligible increase without causing a significant impact on local drainage courses.

Mitigation Measures

Implementation of the following mitigation measures would reduce hydrology/water quality impacts of the project to below a level of significance:

Mitigation Measure 4.7-1: The project applicant shall comply with National Pollutant Discharge Elimination System (NPDES) requirements by filing a Notice of Intent with the State of California Water Resources Control Board (SWRCB).

Mitigation Measure 4.7-2: The applicant shall present evidence to the Department of Public Works from Sweetwater Authority stating that Sweetwater Authority Resolution 84-8 has been satisfied with respect to the protection of Sweetwater Reservoir from urban related runoff resulting from this development. Compliance is in the form of a County-imposed fee paid to the Sweetwater Authority.

Mitigation Measure 4.7-3: The proposed flowage easement shall be approved by the County Department of Public Works. The approved flowage easement shall be dedicated along Campo Creek where the creek is subject to inundation by a 100-year flood from a drainage area in excess of one square mile.

Mitigation Measure 4.7-4: Plans for energy dissipators along Campo Creek shall be reviewed and approved by the County Department of Public Works. The energy dissipators shall be constructed at the outlets of culverts on the south side of Campo Road discharging into Campo Creek to reduce the impact of the increase in peak discharge and velocities for a 100-year storm.

Analysis of Significance

Project implementation would have a significant but mitigable impact on hydrology/water quality. Construction of energy dissipators at the outlets of culverts discharging into Campo Creek would reduce impacts of increased peak discharges and velocities to below a level of significance. In addition, payment of County-imposed fees to the Sweetwater Authority to protect the Sweetwater Reservoir from urban runoff and complying with NPDES requirements would reduce hydrology/water quality impacts to below a level of significance.

4.8 Public Facilities and Services

Existing Conditions

Utilities

Water

The project site is located within the service area of the Otay Water District (OWD), which would provide potable water. OWD purchases water from the San Diego County Water Authority (SDCWA), who provides the water from Lake Skinner, in Riverside County, through the Second San Diego Aqueduct. The origins of the water to Lake Skinner are the Colorado River and the California State Water Project.

The property adjacent to the project site on the north is owned by OWD, and contains storage reservoirs for 26.6 million gallons of water. OWD plans facilities for eventual storage of 100-140 million gallons on the site (Ripperger 1994). OWD is also currently constructing two pump stations on the site.

There is no existing water service on the project site. The closest existing water supply pipelines to the site are a 16-inch line at the northeastern corner of the site and a 12-inch line at Via Escuda, about 1,000 feet northwest of the site.

A 50-foot-wide County Water Authority easement is located within the parcel north of Campo Road beginning near the intersection with Jamacha Boulevard and extending northeasterly to the northeastern corner of the project site. In addition, several Otay Water District easements are located along the easternmost 110 feet within proposed Lot 2 and extend offsite to the south through the County-owned undeveloped parcel to Campo Road.

Sewer

Sewer service to the Rancho San Diego Specific Plan area is provided by the Spring Valley Sanitation District (SVSD), which is part of the County of San Diego Department of Public Works. SVSD sewage is treated at the Metropolitan Wastewater District (MWWD) Point Loma facility. A capacity of 1.7 million gallons per day (mgd) has been allotted by SVSD for treatment of Rancho San Diego effluent. The ownership of the project property includes rights for sewage treatment capacity for the development of the property.

There is no existing sewage service on the project site. The closest existing connection is a line about 320 feet east of the southeastern corner of the site on the northern edge of Campo Road.

Electric

The project site is in the electric service area of San Diego Electric and Gas Company (SDG&E). There is no existing electrical service on the site. An SDG&E substation is located within the site boundaries on the south side of Campo Road. This substation is called the Jamacha substation, and is a 69/12 kv distribution facility. Circuit 91, a three phase primary circuit, runs southeast from the substation parallel to and south of Campo Road, and to a transformer station at Jamacha Boulevard.

Gas

The project site is in the gas service area of SDG&E. There is no existing gas service on the site. The nearest service is an eight-inch line located at the intersection of Campo Road and Jamacha Boulevard.

Law Enforcement

For unincorporated areas of the County, which includes the project site, law enforcement is provided by the San Diego County Sheriff's Department. The property is within Sheriff's Beat Number 616, which is serviced from the Lemon Grove Station at 3240 Main Street, Lemon Grove.

Refer to comment D-5

In the urbanized area of unincorporated San Diego County, the current goal is eight minutes or less for response to a priority call, which is a call involving life-threatening situations or felonies in progress. The average time of response for the Lemon Grove station's unincorporated jurisdiction in fiscal year 1993-1994 was 10.8 minutes. For non-priority calls, the target is 16 minutes or less, and the 1993-1994 average was 30.7 minutes.

Fire Protection

The project site area is within the San Miguel Consolidated Fire Protection District. Station 15, which would provide initial response to the project, is located about 1½ miles southwest of the site at 2850 Via Orange Way. Station 15 has one Engine Company. Backup response would come from Stations 22, 14 and 21, which are located in Rancho San Diego, Spring Valley and La Mesa, respectively.

Solid Waste

Solid waste collection services in the unincorporated area of the County are provided by private contractors. Waste from the Rancho San Diego area is disposed at the landfill selected by the contractor. Either the Otay or Sycamore landfill would likely be used. Both landfills are operated by the County.

State law AB 939, passed in 1991, requires that jurisdictions divert at least 25 percent of their solid waste to recycling by the year 1995. The requirement increases to 50 percent by the year 2000. Recycling is mandatory in the unincorporated area of the County. Waste haulers are required to collect designated recyclables. Waste generators must not mix designated recyclables with refuse.

The quantity of solid waste which is disposed in County landfills has decreased markedly in recent years, from 2.5 million tons in 1989 to 1.35 million tons in 1993 (Fege 1994). This reduction may be partially attributed to recycling, but is also due to the slow economy and the cost of disposal, which has increased. It is somewhat difficult to forecast the future quantities, but the remaining capacity of the Otay landfill is estimated at 8-10 years, while the Sycamore landfill has about a 30-year capacity. In addition, the County is studying new South County landfill sites.

Impacts

Utilities

Water

The water consumption for the proposed project has been estimated, and is shown in Table 4.8-1. The demand includes water for the landscaping requirements of the church facilities and the cemetery. Water would be supplied to the project from a 12-inch pipeline to be installed on the eastern, southern and western parts of the site, as shown in Figure 4.8-1. This pipeline would become the property of OWD. In order to reduce the risk to public safety through loss of water from earthquake or other problems, there would be a redundant supply. The water line would be connected to the OWD system in two places. One connection would be at an existing 16-inch line at the northeastern corner of the SWC site, the second connection would be made by installing a line from the northwestern corner of the site to an existing 12-inch line in Via Escuda. This connection would require the offsite installation of about 1,000 feet of 12-inch diameter pipeline.

The project demand is within the planning capacity of OWD, there is adequate available storage and water pressure for peak demand. There would be no significant impact from the church complex or the cemetery to water supply and availability.

Access to the proposed cemetery development would be provided by a 20-foot-wide access road within a 72-foot-wide Otay Water District access easement. The only cemetery improvements within the Otay Water District easements along the easternmost 110 feet of proposed Lot 2 are the 20-foot access road to the cemetery and landscaping which would not impact any existing Otay Water District water lines. No impacts to future water transmission pipelines and a sewer main would occur since these facilities can be developed outside of or under the cemetery access roadway.

TABLE 4.8-1
Estimated Water Consumption

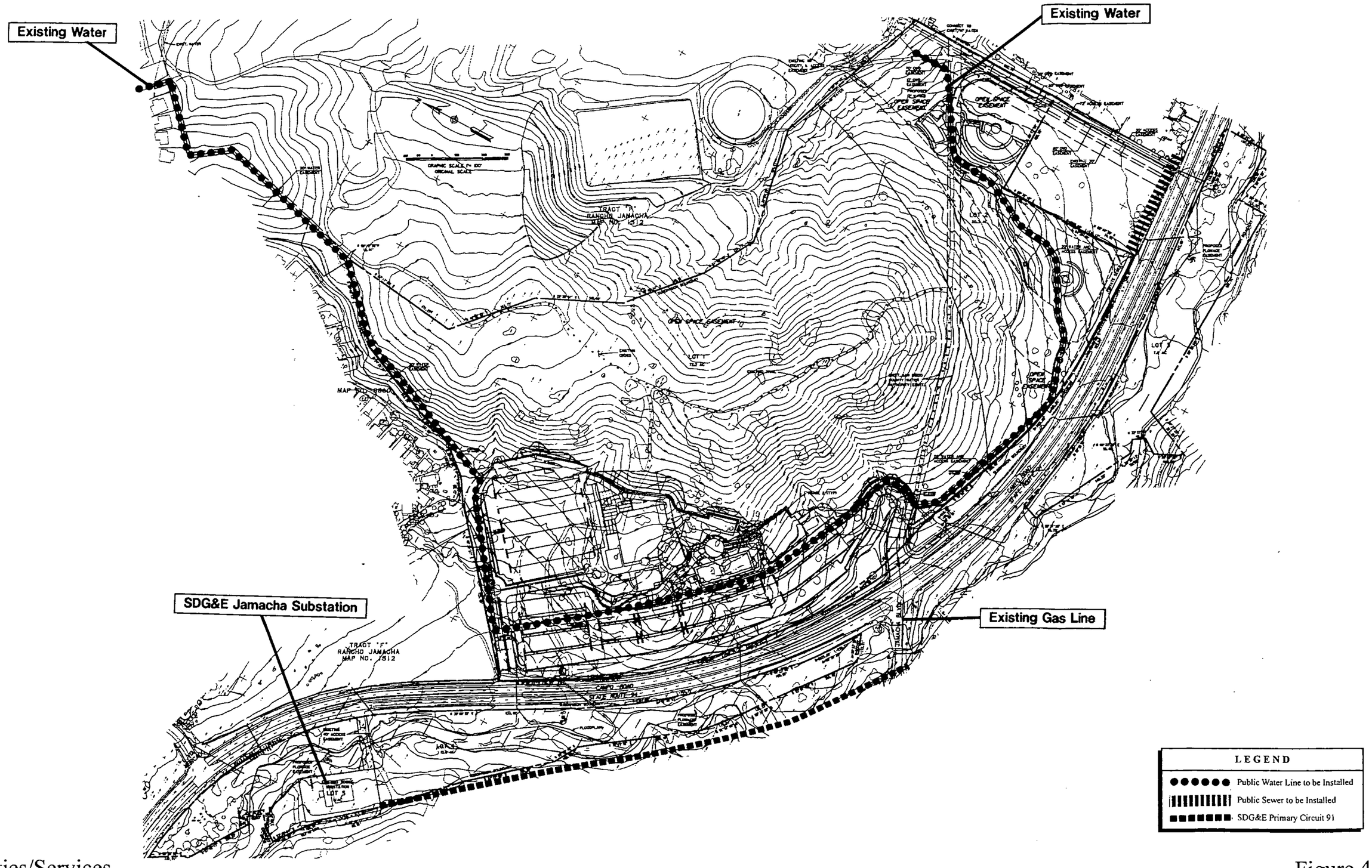
Facility - Use		Consumption gallons per day
Church - domestic[1]		18,700
Church - landscape irrigation		9,300
Cemetery - domestic[1]		500
Cemetery - landscape irrigation		23,500
Total		**52,000**
Total by use:	Domestic	19,200
	Landscape Irrigation	32,800
Total by facility:	Church	28,000
	Cemetery	24,000

[1] Domestic consumption estimated as 1.05 times sewer demand per Table 4.8-2

TABLE 4.8-2
Estimated Sewer Demand

Facility	Estimated Demand EDU[1]	Estimated Demand Gallons per Day[2]
Worship Center	8.95	2,100
Chapel	1.17	300
Children's Education	5	1,200
Fellowship	22.12	5,300
Adult Education	27.8	6,700
Administration	8.97	2,200
Total - Church	**74.01**	**17,800**
Cemetery	1.96	500
Total - All facilities	**75.97**	**18,300**

[1] EDU calculations per San Diego County Ordinance **, Section 50
[2] 240 gallons per day per EDU, rounded to the nearest 100 gpd


Existing Water
Existing Water
SDG&E Jamacha Substation
Existing Gas Line
TRACT "F"
RANCHO JAMACHA
MAP NO. 1512
LEGEND
Public Water Line to be Installed
Public Sewer to be Installed
SDG&E Primary Circuit 91

The proposed project would develop roads within the County Water Authority's easement located in the eastern portion of proposed Lot 1 and the northern portion of proposed Lot 2. Relocation of the existing water line within the County Water Authority's easement would be required to construct the proposed east driveway to the church, just north of Jamacha Boulevard. This line relocation would require approval by the County Water Authority. Implementation of any water line relocation conditions of the County Water Authority would avoid any significant impact to water facilities. In addition, a portion of the proposed decomposed gravel roadway within the cemetery would be constructed within the County Water Authority's easement. However, this roadway construction would not require relocation of any existing water lines and therefore would not create any impacts to existing water lines.

Water conservation is included in the project design. Low-use toilets, showers and other plumbing fixtures, as required by current codes will be used. The landscape plant materials will be drought tolerant. Irrigation will be automatically controlled and water-saving devices such as drip irrigation will be used.

Sewer

The sewer demand for the proposed project has been estimated, and is shown in Table 4.8-2. Sewer service would be supplied to the project by extending the existing public sewer line about 320 feet westerly along Campo Road, where a connection would be made to the onsite sewer system. The public and private sewer lines are shown in Figure 4.8-1.

The project demand is within the rights allotted to the property, and the existing system is capable of transmitting the sewage for treatment. The County Department of Public Works confirms that the County and MWWD systems would not be adversely impacted by sewage from the project. Thus, there would be no significant impact.

As shown in Table 4.8-2, sewage demand for the cemetery would be very small compared to the church complex portion of the project. There would be no adverse impact to sewer facilities from the cemetery.

Electric

Electric power will be required for air conditioning, lighting and other typical uses in religious, educational and recreational facilities. It is anticipated that electric service would be obtained from the SDG&E Jamacha substation. Alternatively, SDG&E may choose to provide power from an existing or new transformer on circuit 91 south of the substation. The connecting wiring would be installed underground to three transformers on the project site. All connections to SDG&E facilities would be performed in accordance with SDG&E and County requirements. No service interruptions or other adverse impacts are anticipated.

Electric power would also be required for the cemetery facilities. The demand would be much less than for the church complex, and it is likely that connections would be made to an existing transformer on circuit 91. All connections to SDG&E facilities would be performed in accordance with SDG&E and County requirements. No service interruptions or other adverse impacts are anticipated.

In order to conserve regional energy resources, conservation of electricity is part of the facility design. Lighting and equipment are selected for low energy use. Parking lot lighting will be low-pressure sodium at minimum County standards, with photo-cell activation and automatic shut off at 10:00 p.m.

Gas

Gas would be required for heating systems, hot water heaters and for cooking in kitchens which would be included in the Adult Education and Training Center and the Fellowship Center. The connection to the SDG&E gas line would be made at the intersection of Campo Road and Jamacha Boulevard. All connections to SDG&E facilities would be performed in accordance with SDG&E and County requirements. No service interruptions or other adverse impacts are anticipated.

The detailed design of the cemetery facilities may include or exclude gas service. If gas is included, it is anticipated that connection arrangements would be similar to those for the church complex; no adverse impacts would be anticipated.

Law Enforcement

The Sheriff's Department goal for staffing is to have one sworn officer, plus increments of sworn and civilian support staff, for each 1,000-person increase in population. The proposed project would not add population, per se, but would create a new need for services. In general, a church and associated educational facilities are not perceived as sources of crime. As noted above, Sheriff's response times currently exceed goals. The Sheriff's Department has indicated, probably because of the nature of the facility and the ready access from Campo Road, that the project would have a minimal direct impact on law enforcement services.

Fire Protection

The proposed SWC facilities would be on a hillside site with sage scrub adjacent to the developed areas. The topography and vegetation, along with the often hot and dry climate, provide an environment of concern for potential brush fires.

Response time from San Miguel Consolidated Fire Protection District (SMCFPD) Station 15 to the project site would be four to five minutes (Butz 1994). This is within the maximum of five

minutes stated in the Public Facilities Element of the General Plan. Response time from the three backup stations, numbers 22, 14 and 21, would be five to six minutes.

The San Miguel Consolidated Fire Protection District (SMCFPD) has outlined four areas where fire protection measures should be taken: fuel breaks and modification; fire hydrants and fire flow; automatic fire sprinkler systems; and fire access roads. The project design has addressed each of these concerns. A minimum 30-foot-wide irrigated, fuel management zone would be maintained adjacent to proposed structures (Figure 2.4-2). Native plant materials would be planted beyond the 30-foot irrigated zone on the manufactured slopes along the eastern edge of the church campus. In addition, a 30-foot-wide fuel modification zone would be provided adjacent to the existing residential properties to the west.

Access roads and turnarounds for fire trucks have been included in the church complex design in accordance with County and SMCFPD requirements (Figure 2.4-2). All buildings would be provided with automatic fire sprinklers, as required by state and local regulations. A "loop" water supply system, providing redundant sources, has been included in the project design. Fire hydrants and fire flow would be provided as agreed among SMCFPD, OWD and Skyline Wesleyan Church; the specifications are still being negotiated. A final requirement is that the Skyline Wesleyan Church and SMCFPD negotiate a Fire Service Agreement which would formally state the conditions for fire protection concurred between the two parties. Additionally, the fire department has required that existing firebreaks/trails on site be maintained within a 30-foot fuel modification zone providing a 15-foot, low growth zone to allow access by fire service brush trucks in the event of fire.

The performance of the design measures described above and the Fire Service Agreement would reduce the impact to fire protection services to less than significant.

Solid Waste

The project facilities would generate solid waste. A trash enclosure, where a commercial waste hauler would pick up the solid waste, has been included in the project design. The capacities of the nearest landfills are adequate to absorb the waste which would be generated by the project. There would be no significant impact.

The County Mandatory Recycling Ordinance does not formally include churches in the designated commercial categories. However, participation in recycling would be in accordance with County goals, and would probably be required by the waste hauler.

Campo Road/SR-94 Improvements

The proposed offsite improvements within Campo Road/SR-94 associated with the two entrances to the church would not result in any impacts to public facilities and services since these offsite

improvements would not impact any existing or proposed utilities nor would they generate additional demand for public facilities and services.

Mitigation Measures

Refer to comment G.1

Mitigation Measure 4.8-1: Approval shall be obtained from the County Water Authority to relocate a portion of the existing water line affected by the eastern driveway for the proposed church.

Mitigation Measure 4.8-2: A Fire Service Agreement shall by executed by Skyline Wesleyan Church and the San Miguel Consolidated Fire Protection District.

Mitigation Measure 4.8-3: The fuel management zone shall be established around all structures and the fire break between the church complex and the adjacent residential area shall be constructed.

Analysis of Significance

Implementation of the proposed project would not result in any direct significant impacts to the provision of sewer, electric and gas utilities, solid waste services or law enforcement services. Implementation of the mitigation measures described above would reduce water and fire impacts to a level less than significant.

4.9 Geology/Soils

The following discussion is based on a field reconnaissance of surface geologic conditions within the area encompassed by the proposed Major Use Permit (MUP) modification as well as previous geotechnical studies which, when combined, cover the entire tentative map area ("project site"). Please note that the project site includes both the proposed MUP and tentative map areas. The surface geologic reconnaissance for the MUP study area was conducted by Nolte and Associates. Appendix I presents the results of this survey as well as an analysis of subsurface geotechnical conditions from previous studies conducted by Shepardson Engineering Associates (December 26, 1977 and November 3, 1986) and Nolte and Associates (October 13, 1993 and February, 1995).

Existing Conditions

Soil Types

A relatively thin mantle of residual soil consisting predominantly of Friant rocky fine sandy loam occurs over a majority of the project site. The erosion hazard of this soil type is rated severe in steeper areas. Surficial colluvial soils consisting of Placentia sandy loam and Visalia sandy loam occur in the south and west portions of the site, adjacent to Campo Road. The "shrink-swell" potential of these soil types are rated severe in the lower site elevations. Thicker deposits of colluvium may exist within three south-southwest trending drainages in the central portion of the site. These deposits, which are thought to be Pleistocene in age, are generally low-density, high-porosity, lightly-cemented, and very compressible with the addition of water and increased loads. Alluvium exists in the low-lying areas along the southeastern edge of the cemetery site. The alluvium is generally loose to medium dense and consists of mixtures of sand, silt, and clay with occasional gravel and cobbles. A relatively thick deposit of undocumented fill exists in the northeast corner of the cemetery site. This material was presumably placed as a rock and excess material disposal during grading for the offsite reservoir.

Geologic Formations

The project site is located in the Foothill Physiographic Province of San Diego County. Numerous boulder outcrops are present along the surface of relatively steep hillsides in the southeast and northwest portions of the site. These outcrops and associated residual soils generally overlay the Southern California Batholith geologic unit which consists of weathered granitic bedrock of the Cretaceous Age. Metamorphic bedrock occupies the central and northeast portions of the site. Assigned to the Santiago Peak Volcanics Formation, this geologic unit is Jurassic in age. Randomly-oriented joints and fractures were mapped in the rock outcrops onsite, with discontinuous and relatively steep inclinations to the northwest, northeast or southeast.

Groundwater

No groundwater seeps, springs or marshy areas were encountered during field investigations of the Church campus site. Shallow groundwater was encountered near the southeast corner of the cemetery site within alluvium and highly weathered granitic rock. Seepage was found within two trenches at a 12-foot depth and standing water was observed at a depth of approximately 13 feet during drilling. Each of the onsite soil types have permeability characteristics that are susceptible to water seepage under certain conditions.

Seismicity

The site is situated in a region of generally high seismic stability. There is little historical evidence of major earthquake activity or epicenters within a 50-mile radius. The area has experienced many local events but has had no severe earthquakes during the past 200 years. Major faults in San Diego County generally display a northwest-southeast orientation.

No active faults are located on or adjacent to the project site. The closest active faults include the Sweetwater and La Nacion Faults located approximately eight miles to the southwest; the Rose Canyon Fault Zone located approximately 11 miles to the northwest, the Coronado Banks Fault Zone located offshore to the west; the Elsinore Fault Zone located approximately 32 miles to the northeast; and the San Jacinto Fault Zone located approximately 52 miles to the northeast. The Sweetwater and La Nacion Faults have shown no surface rupture during the past 200 years, but are considered to be "potentially active". Although considered "active", the historic seismicity of the Rose Canyon Fault Zone is very low.

A previous geotechnical study indicated the occurrence of a fault trace on the adjacent Otay Water District (OWD) property to the north (Woodward-Clyde Consultants, 1989). Traversing the south portion of the property in a northeast-southwest orientation, this fault trace has displayed no evidence of active movement in the last 11,000 years. No evidence of landslides or other major geologic hazards have been noted onsite.

Impacts

The project involves proposed development of church facilities (Lot 1) and future development of a cemetery (Lot 2) north of Campo Road. Development is not proposed within Lots 3 and 4 nor are any changes contemplated for the existing SDG&E substation in Lot 5, all located south of Campo Road. The proposed MUP modification for the church would delete these parcels from the MUP study area, but retain them as three separate legal lots within the tentative map. Consequently, the following analysis focuses on the potential impacts resulting from development on Lots 1 and 2.

Erosion

The sandy nature of the onsite soils makes them susceptible to erosion on steep slopes (over 25 percent). Short-term erosion impacts associated with site grading may involve excessive transport of silt and sediment during the rainy season. Long-term erosion impacts may involve increased siltation/sedimentation from graded areas or manufactured slopes exposed to concentrated or uncontrolled stormwater runoff. The potential for these short- and long-term erosion impacts are similar for both the proposed church and future cemetery due to the presence of relatively loose residual topsoils in these development areas.

Soil/Geologic Stability

Differential Settlement

The potential compressibility of surficial colluvial soils and possible localized deeper deposits would represent a significant geologic constraint to onsite development as these materials are not considered suitable in their present condition for the direct support of structural loads. The potential for differential settlement would impact the structural stability of manufactured slopes, graded areas and buildings within both the proposed church and future cemetery development areas.

Cut Slope Stability

The majority of proposed cut slopes for the church and cemetery development should expose relatively hard, unweathered bedrock. The stability of rock cut slopes is a function of discontinuities such as jointing, fracturing and/or foliation and their orientation relative to the slope face. Discontinuities oriented out-of-slope (dip angle parallel or shallower than the slope inclination) may cause deep-seated slope failures such as glides or surface failures such as rockfalls, spalling or exfoliation. Based on geologic mapping, no potential planes of weakness or intersection joint patterns were observed in the rock outcrops where cut slopes are proposed. Although the majority of manufactured slopes are expected to be grossly stable, there may be local area of adversely-oriented discontinuities in the rock cut slopes which may require additional stabilization measures.

Rockfall Hazards

The principal bedrock units to be encountered during onsite grading operations include the Cretaceous granitics and Santiago Peak metavolcanics. Grading within these geologic units is expected to require heavy ripping and blasting. Portions of the proposed church development would occur at the base of steep slopes which contain heavy boulder outcrop concentrations. Although the majority of these rock outcrops are located on decomposed granite rather than colluvial soils, there is a potential for boulders to become dislodged and roll downhill during

onsite blasting operations or a severe earthquake. As a result, onsite development and adjacent land uses may be subject to significant structural damages and public safety impacts.

As with the proposed church development, cemetery grading within Lot 2 would require blasting due to the presence of granitic bedrock onsite. Steep hillsides with heavy concentrations of rock outcrops occur in the westerly portion of this lot, upslope of the areas designated for future development. The potential exists under a "worst case" analysis that future cemetery, buildings and/or adjacent land uses may be exposed to significant rockfall hazards due to onsite blasting operations or a severe earthquake.

Seismic Hazards

Groundshaking

The most likely geologic hazard affecting the site would be groundshaking as a result of movement along one of the major, active fault zones within the region. Earthquakes alone the Sweetwater, La Nacion, Rose Canyon, Coronado Banks or San Jacinto Fault zones are expected to result in relatively minor groundshaking effects at the site. In addition, the trace fault previously observed within the adjacent OWD property does not appear to be part of any known local fault system, and the area is not historically characterized by recorded seismic activity. Although no specific age-dating studies were conducted, the unfaulted materials appear to be relatively old. The fault trace probably represents an ancient fault zone related to emplacement of granitic rock in the area and, therefore, presents a very low potential for surface rupture during the life of the project.

Major seismic events would more likely result from movement along the Elsinore Fault Zone. The maximum credible magnitude of an earthquake along this fault zone is estimated on the order of 7.6. Peak bedrock accelerations at the site from an earthquake of this magnitude would not exceed 0.1g, however. Such moderate to intensive groundshaking due to major seismic activity along the Elsinore Fault Zone may impact the site within the next 50 to 100 years. The probability of occurrence of a 7.6 magnitude earthquake within the assumed lifespan of onsite structures (50 years), however, is quite low (e.g., 5×10^{4}). Due to this low seismic potential and the requirement that all buildings comply with the seismic design standards of the Uniform Building Code, structural damage due to groundshaking is unlikely.

Groundlurching (Shallow Ground Rupture)

This phenomenon, which is caused by strong, earthquake-induced groundshaking often occurs along contacts between earth materials with contrasting physical properties (e.g., sedimentary rock versus igneous rock). It can also occur along pre-existing planes of weakness such as bedding relicts, joint/fracture systems or inactive faults. The potential for groundlurching onsite is considered low. The project site is at no greater risk from this phenomenon than other nearby properties with similar geologic conditions.

Liquefaction and Landsliding

Potential geologic hazards related to seismically-induced liquefaction would be minimal at the site due to the absence of a high water table. With respect to landslides, such geologic hazards are relatively rare within granitic materials. As the site is primarily underlain with decomposed granite, the potential for landsliding is also negligible.

Other Seismic-Related Geologic Hazards

Other seismic-related geologic hazards were evaluated such as surface fault rupture, ground settlement or consolidation, subsidence, seiches, and tsunamis. It was determined that the potential for these geologic hazards was negligible, and would therefore not represent a significant impact on proposed and future development onsite.

Campo Road/SR-94 Improvements

With respect to the proposed improvements on Campo Road, potential geologic constraints would be associated with the cut slopes needed to construct deceleration and acceleration lanes at the east entrance. Although improvement plans have not been finalized, the proposed cut slopes would have gradients up to 1½:1. Remedial measures would be necessary to ensure the stability of such slopes.

Mitigation

Implementation of the following mitigation measures would reduce potential impacts relating to soil erosion, differential settlement of colluvial soils/deposits, cut slope instability and rockfall hazards to below a level of significance:

Mitigation Measure 4.9-1: A detailed erosion control plan shall be submitted to and approved by the Director, Department of Planning and Land Use. This plan shall include, but shall not be limited to, an analysis of conventional temporary and permanent erosion control methods such as interim and post-development landscaping/hydro-seeding, with emphasis on slope planting and maintenance of groundcover vegetation; jute netting (or other approved geotextile material) on manufactured slopes; brow ditches, energy dissipators, sandbags and desilting/detention basins; and any other methods to be used in controlling short- and long-term surficial runoff and erosion. Said plan shall also demonstrate that proposed and future grading plans substantially conform to the following "Performance Standards", to the satisfaction of the Planning Director. The Planning, Director shall verify that the required measures have been installed in accordance with the approved erosion control plan.

- Temporary erosion control facilities shall be installed at appropriate locations during site grading and construction. All temporary desilting basins shall be maintained during grading so as to reduce sediment transport in surface runoff.

- Permanent energy dissipators and detention basins shall be installed at appropriate locations, and shall be maintained so as to accommodate increased runoff caused by any change in soil and slope conditions after development.

Mitigation Measure 4.9-2: A detailed geotechnical investigation of the bedrock formations and residual, alluvial, and colluvial topsoils/deposits shall be submitted to and approved by the Director, Department of Planning and Land Use. In addition, the geotechnical investigation shall be submitted to and approved by Caltrans for the proposed Campo Road improvements. This evaluation shall include, but shall not be limited to, an analysis of the following conditions in areas to be graded and developed: depth and limits of surficial deposits, gross and surficial slope stability, thickness/extent of fill soils, potential fracture and/or joint patterns which may affect slope stability, excavation characteristics of proposed bedrock cuts, shallow groundwater, and proximity of development to large boulder outcrop concentrations.

The above study shall provide remedial grading measures for any unstable bedrock, soil, seismic, or groundwater conditions including deposits susceptible to settlement, and assure the stability of manufactured slopes exceeding a gradient of 2:1. Such remedial measures shall include, but shall not be limited to, benching of manufactured slopes; planting of slope-stabilizing landscaping; monitoring of settlement during construction; removal of colluvial, alluvial and slope wash materials; compaction of replaced fill soils; incorporation of specifically-designed foundation systems; installation of subdrain systems; and installation of boulder restraining/diversion systems, or other feasible methods to reduce rockfall hazards. The Planning Director shall verify that the required remedial measures have been installed in accordance with the approved geotechnical investigation prior to issuance of building permits.

Analysis of Significance

With implementation of erosion control, remedial grading, slope stabilization and rockfall prevention measures as well as any additional recommendations from subsequent geotechnical investigations, the potential direct impacts resulting from soil erosion, differential settlement of colluvial soils/deposits, slope failures and rockfall hazards would be reduced to below a level of significance.

4.10 Dark Sky

The following discussion of impacts to "dark sky" is based on the Dark Sky Chapter of the Conservation Element of the County of San Diego's General Plan and from information provided in the certified EIR for the approved Skyline Wesleyan Church project (EAD Log No. 88-19-23). The purpose of this section is to assess the potential impacts that lighting from the proposed project may have on the scientific research of the astronomical observatories in San Diego County.

Existing Conditions

San Diego County is the home of two major astronomical research observatories: the Mount Palomar Observatory and the Mount Laguna Observatory. The proposed project site is located 40 miles south of Mount Palomar and 30 miles southwest of Mount Laguna.

The Mount Palomar Observatory is operated by Hale Observatories and houses the 200-inch Hale Reflector, the world's second largest reflecting telescope. Mount Palomar has an average of 300 clear nights per year due to the stable atmosphere above the observatory. The stable atmosphere is the result of a marine inversion layer which traps air pollutants below the mountain crest and prevents convection currents.

Mount Laguna Observatory, operated by San Diego State University, houses a 40-inch telescope. The sky above Mount Laguna is considered to be the nation's best "dark sky" site.

Light affecting the quality of "dark sky" is emitted from three sources: the moon, the earth's atmosphere and artificial light. Although artificial light is by far the most impacting, all sources of light limit the extent of research capable of being performed. The increase in artificial light produced by urbanization, is progressively deteriorating the quality of dark sky throughout San Diego County. At the present time, most urban illumination occurs in populated valleys and coastal areas to the west of the observatories. The urban areas of Los Angeles and San Diego generate the majority of artificial light. Smaller communities such as Ramona, Escondido and Valley Center also have a significant impact on dark sky because of their close proximity to the observatories. All these areas are west of the observatories. The darker eastern horizon permits more sensitive investigations, beginning much closer to the horizon and allowing for longer exposure time. For this reason, development east of the observatories is of significant importance. To the east of the mountains, the closest major developed area is the Imperial Valley. The distance of the urban areas of the Imperial Valley from the observatories reduces its impacts to the dark sky.

Impacts

The Conservation Element of the General Plan includes an astronomical dark sky policy to minimize the impact of development on the useful life of the Palomar and Mount Laguna Observatories in San Diego County. Light pollution is one of the chief threats to astronomical research in the nation. The increase in artificial light, produced by urbanization, is progressively deteriorating the quality of dark sky throughout San Diego County.

Lighting of the proposed church campus, parking areas and cemetery would contribute incrementally to the significant impact on the "dark sky" to the south and west of the Mount Palomar and Laguna Observatories by contributing to the illumination received at the observatories.

As discussed in more detail in the Land Use section (Section 4.1), a lighting study was prepared for the proposed project as the basis for developing a lighting plan to ensure that the lighting within the project's parking areas would not extend beyond the limits of the church development. Based on the lighting analysis, three basic types of lighting are proposed within the church campus. These include 36-inch high lighted bollards along the western driveway, twin 55 watt low pressure sodium fixtures on 14-foot-high light standards on the Phase II parking deck and a combination of 90 and 135 watt low pressure sodium fixtures mounted on 14-foot-high light standards in the parking areas adjacent to Campo Road.

Mitigation Measures

Implementation of the following mitigation measures would reduce significant incremental impacts to the dark sky south and west of the Mount Palomar and Mount Laguna Observatories to below a level of significance. The following mitigation measures for all exterior lighting ensure compliance with the "Dark Sky" Chapter of the Conservation Element of the County of San Diego's General Plan.

Mitigation Measure 10.1-1: The County shall confirm that the project lighting is consistent with the lighting plan included as part of the MUP modification and meets the following criteria to minimize offsite light penetration:

- Cut-off luminaries shall be used to provide 90-degree cut-off and prevent projection of light above horizontal from the lowest point of the illuminator;
- All outdoor light fixtures shall be shaded on top to direct all light downward; and
- Only low pressure sodium lamps shall be used on 14-foot light standards.
- Parking lot lighting shall include photo-cell activation and automatic shut-off at 10 p.m.

Analysis of Significance

The proposed project would result in significant but mitigable impacts on dark sky. Implementation of cut-off luminaries, low pressure sodium lamps and automatic shut-off on parking lot lighting would reduce significant incremental impacts on dark sky to below a level of significance.

5.0 OTHER REQUIRED CEQA SECTIONS

5.1 Cumulative Impacts

Section 15130 of CEQA requires that an EIR address cumulative impacts "... when they are significant". Based on the analyses contained in Section 4.0 of the document, significant cumulative impacts would occur with respect to biology . Cumulative impacts associated with other issues are considered not significant; the basis for this conclusion is presented at the end of this section.

The basis for the analysis of cumulative impacts is dependent on the nature of the issue. According to Section 15130 of the CEQA Guidelines, the discussion of cumulative effects "... need not provide as great a detail as is provided of the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness." The evaluation of cumulative impacts is required by Section 15130 to be based on either: "(A) A list of past, present, and reasonably anticipated future projects producing related or cumulative impacts, including those projects outside the control of the agency, or (B) A summary of projections contained in an adopted general plan or related planning document which is designed to evaluate regional or areawide conditions. Any such planning document shall be referenced and made available to the public at a location specified by the Lead Agency". In addition, reasonable mitigation measures should be discussed. However, CEQA acknowledges that "With some projects, the only feasible mitigation for cumulative impacts may involve the adoption of ordinances or regulations rather than the imposition of conditions on a project-by-project basis."

This section examines the cumulative effects on a regional and/or local basis depending on the nature of the impact. Because biological resources found onsite have been locally and regionally impacted, the cumulative biology impacts were evaluated at both levels. The regional evaluations are based on area-wide studies and conservation plans while the local evaluations are based upon impacts of other projects in surrounding areas.

Biology

Existing Conditions

The analysis of cumulative biology impacts is based on both a regional and local level. The sensitive biological resources impacted by the project occur in various locations throughout the County which justifies a regional evaluation. In addition, the loss of these resources is important on a local level. The analysis focuses on the project's significant impact on Diegan coastal sage scrub (DCSS). This sensitive habitat is known to support sensitive plants and animals occurring on the property.

The evaluation of regional cumulative biology impacts is based on two regional studies. As discussed earlier, these studies generally lack project-specific information but do contain estimates of the overall acreage of sensitive vegetation types which offer a context for evaluating the cumulative impacts of the project.

The first regional study is an academic paper entitled Environmental Perils, San Diego Region, which was prepared by Thomas Oberbauer and Julie Vanderweir. The study estimates the amount of native vegetation which exists in the County and is the best available evaluation as to the amount of native vegetation which has historically existed and been lost. According to this study, development in San Diego County has brought about substantial reductions in the amounts of the DCSS impacted by the proposed project (Table 5.1-1). Up to 70% of the DCSS which historically existed in the County has been lost.

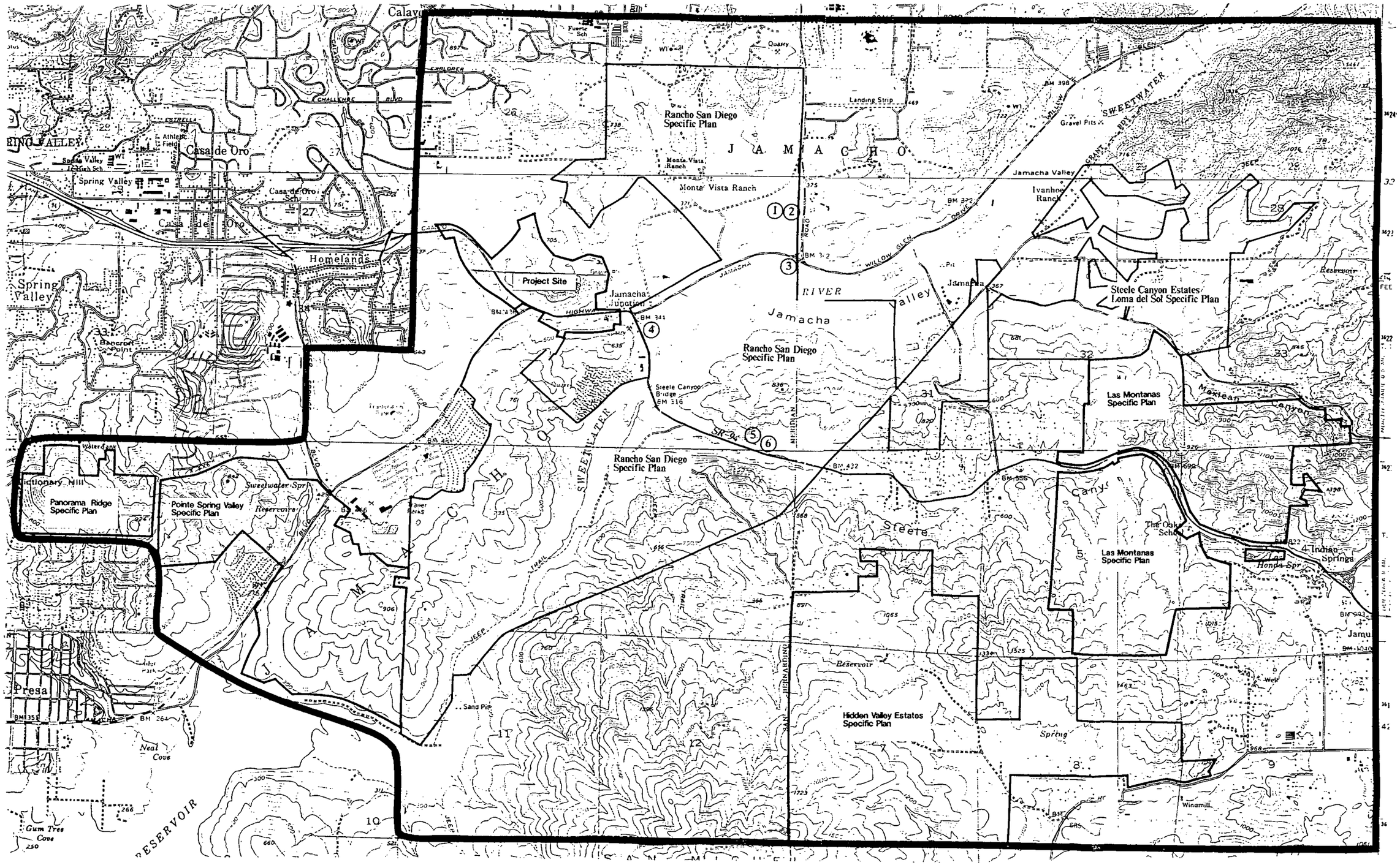
TABLE 5.1-1
Regional Summary of DCSS Habitat in San Diego County

Habitat	Original Acreage	Current Acreage	% Change
Coastal sage scrub	480,260 acres	135,370 acres	-71.8

Source: Environmental Perils, San Diego Region. San Diego Association of Geologists, October 20, 1991.

The second study, the Multiple Species Conservation Program (MSCP), is being prepared by the City of San Diego as part of its Clean Water Program. The goal of this program is to identify and preserve large contiguous areas of high quality native vegetation to offset losses which will occur as the region develops. As part of the MSCP planning process, a habitat evaluation model has been developed to identify critical biological resource areas within the 567,000-acre study area in southwestern San Diego. Within the study area, the model determined the total acreage for DCSS is approximately 115,561 acres.

As shown in Figure 5.1-1, a study area was selected to determine local cumulative impacts on biological resources. The cumulative impact study area was selected based on existing development patterns and topography. The northern and western boundary was established based on existing development. The eastern boundary was selected based on the rural character and limited development east of Jamul. The topographic barrier of San Miguel Mountain was the basis for establishing the southern boundary. A detailed inventory was then taken of approved, but not constructed, or pending projects in the study area. County records were reviewed to identify those projects which were determined to have a significant impact on sensitive biological resources. Project selection was also based on the following criteria: (1) the project was a tentative map, tentative parcel map, major use permit or specific plan, (2) the project's application was submitted within the last five years (since July, 1989), except for specific plans, since approved tentative maps or major use permits would have expired if development had not begun,; and (3) a Negative Declaration was not approved for the project. A total of six projects meeting



Location of Proposed or Recently Approved Projects in the Cumulative Impact Study Area — Figure 5.1-1

the above criteria were identified. The location of these projects is depicted on Figure 5.1-1. Essential information about the nature and status of the projects is presented in Table 5.1-2.

TABLE 5.1-2
Summary of Proposed and Recently Approved Projects in the Cumulative Impact Area

Project Name	Land Use	Gross Site Acreage	Dwelling Units
Pointe Spring Valley Specific Plan	Residential, Resort, Golf Course	653 acres	855
Panorama Ridge Specific Plan	Residential	177 acres	304
Las Montañas Specific Plan	Residential, Resort, Golf Course	706 acres	(170 conceptual lots)
Hidden Valley Estates Specific Plan	Residential	1,460 acres	532
Steele Canyon Estates/Loma Del Sol Specific Plan	Residential, Resort, Golf Course	544 acres	191
Rancho San Diego Specific Plan	1. Senior Housing (SR-1)	10	400
	2. Residential, office, professional (ROP-1)	9	218
	3. Commercial (C-2)	4	N/A
	4. Towne Center: Commercial office, Hotel, Residential (TC)	46	290
	5. Equestrian Facility	23	N/A
	6. High School (HS)	50	N/A

The U.S. Department of the Interior in conjunction with other Federal, State and local agencies, including the County of San Diego, propose to acquire the remaining undeveloped portions of the Rancho San Diego property near the project site. The County of San Diego is currently processing a series of land use actions to designate approximately 1,853 acres of land for open space and habitat conservation purposes and delete approximately 2,550 dwelling units from the Rancho San Diego Specific Plan. This open space may possibly become a National Wildlife Refuge. Six projects within the Rancho San Diego Specific Plan area would not be acquired as open space and would be developed, as identified in Figure 5.1-1 and Table 5.1-2. However, these project areas are mostly disturbed and would not impact Coastal sage scrub habitat. Approximately 1,482 acres of the acquisition property support Coastal sage scrub habitat and approximately 181 acres support Riparian woodland. The acquisition property is located within the proposed Sweetwater River Core area of the City of San Diego's Multiple Species Conservation Program and contains 10 vegetation communities, six sensitive habitats and 57 sensitive species. Creation of the proposed open space preserve would reduce the local cumulative impacts on biological resources by eliminating development which is currently approved within this area.

The Otay Water District Reservoirs and Cuyamaca Community College Master Plan are two ongoing projects that are adjacent to the project site. The Otay Water District property was not included in the local biology analysis since the area for the future reservoirs has already been cleared of native vegetation. The Cuyamaca Community College was not included because the Diegan coastal sage scrub which exists on this property (some 60 acres) has recently been placed in an open space easement. In addition, SR-94 and SR-54 are proposed to be widened from four-lanes to six-lanes in the project vicinity. Specifically, SR-94 is proposed to be widened between Jamacha Boulevard and Jamacha Road. SR-54 is proposed for widening between Jamacha Road and Braham Street. However, the proposed road widenings would result in minimal impacts to Diegan coastal sage scrub.

Impacts

Regional

As discussed earlier, the subject property possesses Diegan coastal sage scrub which has been significantly diminished in area due to development in San Diego County. The amount of Diegan coastal sage scrub to be lost (21.8 acres) represents approximately 0.016% of the total coastal sage scrub found in the County, and approximately 0.018% of the habitat within the MSCP study area. However, when combined with the historic loss and increasing development pressure on this sensitive habitat, the impact is considered cumulatively significant from a regional perspective.

The project would impact one sensitive plant species: the San Diego sunflower. The San Diego sunflower is a common component of the sage scrub onsite. Approximately 27% of the San Diego sunflowers would be impacted by the project. The remaining populations, located within the onsite coastal sage scrub, would be preserved within an open space easement. This species is not formally listed as rare or endangered under the State or Federal Endangered Species Acts. Because of the low sensitivity and significant amount of coastal sage scrub habitat retained in open space, the cumulative impacts are considered adverse but not significant.

From a regional perspective, the project would result in significant cumulative impacts on sensitive animal species identified as target species by the MSCP and/or Natural Communities Conservation Plan (NCCP) of the State of California. A goal of these regional conservation plans is to enhance biological diversity within preserve systems by maintaining viable populations of target species that are most at risk. Target species are geographically rare, naturally occur at low population densities, have large area requirements, have specialized habitat requirements, and are adversely affected by their proximity to particular land uses (e.g., edge effects). By preserving these "umbrella species", many other species utilizing the same habitat will be protected. Of the seven animal species directly impacted by the project, four are target species: the California gnatcatcher, orangethroat whiptail, San Diego horned lizard, and Cooper's hawk. Based upon the regional importance given to these species by the MSCP and/or NCCP, project impacts on the habitat of these species would be cumulatively significant.

The project would also directly impact the northern red diamond rattlesnake and San Diego black-tailed rabbit. Impacts to these sensitive species would not be cumulatively significant since these species are not target species, have low sensitivity ratings, and could still utilize the open space proposed by the project.

Local

At the local level, the project would have cumulatively significant biology impacts in conjunction with surrounding projects. These impacts are associated with the local loss of sensitive habitats and species previously described. As discussed earlier, the project would affect the natural open space area which exists between Damon Lane Park and Campo Creek. The proposed church and cemetery would combine with expansion of the OWD water storage facilities to further constrain the connection between the Cuyamaca College/Damon Lane Park open space and Campo Creek. However, this connection is already significantly constrained.

Although it is not practical to quantify all existing DCSS habitat and associated sensitive species in the study area, the cumulative losses portrayed in Table 5.1-3 would represent significant impacts on the local biology of the area. The surrounding projects would impact an estimated 751.6 acres of Diegan coastal sage scrub.

TABLE 5.1-3
Summary of DCSS Impacts of Proposed and Recently Approved Projects in the Cumulative Impact Study Area

Project Name	Land Use	Coastal Sage Scrub
Pointe Spring Valley Specific Plan	Residential, Resort, Golf Course	190 acres
Panorama Ridge Specific Plan	Residential	83.5 acres
Las Montañas Specific Plan	Residential, Resort, Golf Course	44.8 acres
Hidden Valley Estates Specific Plan	Residential	331 acres
Steele Canyon Estates/Loma Del Sol Specific Plan	Residential, Resort, Golf Course	102.3 acres
Rancho San Diego Specific Plan	Residential, Commercial, Office, Equestrian, School	0 acres
	Totals	751.6 acres

Table 5.1-4 shows that the cumulative habitat losses in the local area would represent a small portion of the regional total for DCSS habitat. However, like the regional impacts, the project's

local impacts are considered cumulatively significant given the sensitivity and historic loss of DCSS and the increasing development pressure on DCSS within the local area.

TABLE 5.1-4
Summary of Cumulative Biology Impacts

Sensitive Habitat	Project Impacts	Surrounding Project Impacts	Cumulative [1] Impacts	Percentage of Regional Total
Coastal Sage Scrub	22.9 ac.	751.6 ac.	774.5 ac.	0.57% [2]

[1] Biology impacts of project plus surrounding projects.
[2] Based on Table 5.1-1.

Mitigation

As described in Section 4.3, the proposed project would include a habitat preservation and passive restoration program plan to compensate for the project impacts on sensitive biological resources associated with the DCSS (Mitigation Measures 4.3-1 and 4.3-2). Approximately 44 acres of DCSS would be preserved onsite, representing 67% of the total onsite DCSS. The passive restoration program is proposed for the 10.6 acres of the site that was cleared as part of the previous project approvals. All of the habitat being utilized by two pairs of gnatcatchers would be preserved, and a portion of each of the other three pairs' territories would be retained.

In addition to the onsite conservation, all direct impacts to DCSS will be mitigated at a 1:1 replacement ratio through the offsite acquisition of a 22.9-acre parcel located in MSCP Core Area 8 (Figure 7, Appendix C) or equivalent parcel. The combination of offsite acquisition and onsite preservation and enhancement would fully mitigate cumulative impacts of the project to the coastal sage scrub and associated animal species.

Analysis of Significance

The project would have potentially significant but mitigable cumulative impacts on biological resources.

5.2 Cumulative Effects Considered Not Significant

Section 15130(a) of the CEQA Guidelines states that "Cumulative impacts shall be discussed when they are significant." Although not required by CEQA, a discussion of the non-significant cumulative effects associated with the other major issues addressed in this report is provided. The basis for this determination is the analysis completed in the respective subsections of Section 4.0 of this report and is summarized below. Since the relevant cumulative study area varies

based on the characteristics of each issue, the following analysis identifies the relevant projects or planning area utilized in the cumulative analysis for each issue.

Land Use/Community Character

The future expansion of water storage facilities on the Otay Water District property to the north along with future expansion of Cuyamaca College to the east would add to the impact of the proposed project on the character of the project area but would not create any combined land use compatibility or land use policy conflicts.

The proposed relocation of the church would improve the regional community character. This positive effect would result by moving the approved church site on the prominent ridgeline into an area which is less visible from the surrounding community. The church facilities would be located at the lower elevations adjacent to Campo Road, preserving approximately 95% of the onsite steep slopes and all of the onsite ridgeline in open space. In addition, the magnitude of the church facilities would be reduced under the proposed major use permit modification. The total square footage would be reduced from 345,000 to 172,250 square feet.

The cemetery proposal would reduce the community character impacts resulting from future development of the site by utilizing 16.6 acres of the current employment land use designation for open space or cemetery uses within this area. The cemetery would maintain an open space character which would be less imposing that office and/or light industrial development.

The cumulative effect of the proposed project, in combination with the Otay Water District and Cuyamaca College developments, would not be significant. Although these projects would affect the open space character of the area by reducing the amount of undeveloped, natural land which currently exists in the project area, the character of the project area is already impacted by the existing Otay Water District and Cuyamaca College developments. Furthermore, the Rancho San Diego Specific Plan allows for the development of a church on the subject property and a major use permit has already been granted to the project proponent to construct a church.

With mitigation, the proposed church and cemetery would not have direct land use compatibility impacts. The church site would be separated by open space from the Otay Water District facilities and would be topographically separated from the Cuyamaca College. Thus, no combined land use compatibility impacts would occur with the church. The cemetery would have negligible direct land use compatibility impacts because of its location in a commercial area and relatively low intensity of use. Therefore, it would have no combined compatibility issues with the Otay Water District and Cuyamaca College facilities.

With respect to land use policy, the project is consistent with the CUDA designation of the County's General Plan and the Specific Plan Area land use designation of the Valle de Oro Community Plan. The project would require rezones and amendments to the current institutional, open space and industrial designations of the Rancho San Diego Specific Plan. The open space

changes would not result in cumulatively significant land use impacts since the project would provide an additional 1.9 acres of open space and would retain the visually prominent ridgeline in open space. As discussed in Section 4.1, the deletion of 16.6 acres for future industrial development within the project area would not adversely affect the supply of industrial land in the Valle de Oro planning area.

Landform Alteration/Visual Quality

The project and the Otay Water District facilities lie within the same viewshed and thus may combine to affect the visual quality of the project area; however, the Cuyamaca College facilities are visually separated by intervening topography. Expansion of the Otay Water District facilities, when combined with the proposed project, would affect the visual quality of the area by reducing the amount of open land. Grading, similar to that necessary to construct the church, would be needed to install additional large storage tanks. However, these cumulative effects are not considered significant because large storage tanks and associated grading on the Otay Water District property already exists. In addition, the direct landform alteration/visual quality impacts of the project are considered mitigated.

It should also be noted that when compared to the approved project, the proposed project (church facilities and cemetery) would result in reduced landform alteration/visual quality impacts. Project grading involves 265,000 cubic yards of cut and 259,000 cubic yards of fill compared to 1.66 million cubic yards of balanced cut and fill for the approved project. Relocation of the church within the project area, reducing the square-footage of the church facilities by 172,750 square feet, and the grading techniques incorporated into the proposed grading plan substantially reduce the grading of the proposed modified church project compared to the approved project on the ridgetop. The number of surrounding residences that would have views of the Skyline Wesleyan Church would be substantially less under the proposed project than compared to the approved MUP 88-039. As opposed to the approved project, the proposed project would retain a more regionally significant visual resource in open space by eliminating development on the visually-prominent ridgeline. This significant visual resource would instead be retained in open space. Also, the proposed project would eliminate any future industrial development within the project area and would replace land currently designated for industrial development with natural open space, a cemetery and a small portion of the relocated church.

Noise

Activities occurring within the proposed project would not represent major noise generators; consequently, activities within the project site would not have the potential to combine with the Otay Water District or Cuyamaca College activities to create cumulatively significant noise impacts. The addition of project traffic volumes to roadways near the site would increase the noise levels to adjacent properties. The increase in noise would be less than 0.1 dB. Therefore, the volume of traffic added by the project would be small in comparison to the existing volumes and the increase would not be detectable.

Cultural Resources

Over 14,000 prehistoric sites have been recorded within San Diego County. These sites range from large village complexes, generally located within major river valleys, small temporary camps, lithic reduction sites, shell middens and shell scatters, bedrock milling locales, quarries, ceremonial locales that include pictographs, and isolates. Sites identified as significant resources include habitation/village locations with intact cultural deposits that have depth below 40 cm and a wide range of cultural material, ceremonial locations, and some quarries. Development has impacted many of these resources, and some sites have been preserved in open space easements.

To date, no county-wide studies have been completed documenting the number of identified resources that have been impacted and how many have been preserved. However, County records were reviewed to identify cultural resources within the same cumulative impact study area addressed for biological resources. The cumulative impact study area includes and surrounds the Sweetwater River valley which is a known location of numerous Native American settlements because of the natural resources associated with the river. A large number of outlying sites were associated with the Village of Jamacha, a late-period village complex within the cumulative study area. The same criteria was used to select the six other projects in the study area for further analysis. For these projects, Table 5.1-5 summarizes the associated cultural resources and their current status. Because no historic cultural resources are located within the study area, historic resources located within the cumulative study area were not included in the following discussion.

In addition, SR-94 and SR-54 are proposed to be widened from four-lanes to six-lanes in the project vicinity. This roadway widening project may impact prehistoric sites (CA-SDi-4763 Locus 2, CA-SDi-4782 Locus 1 and CA-SDi-4760). However, information on site significance and impacts is not available at this time. Testing is being done to determine site integrity adjacent to the road and site significance overall. Mitigation measures such as avoidance through engineering design or data recovery may be required.

A total of 36 sites are located within the six cumulative project areas, as summarized in Table 5.1-5. Eight sites are identified as significant; 27 sites are identified as not significant, and one site (CA-SDi-10248) was destroyed prior to project implementation. Of the 27 sites identified as not significant, 17 have been destroyed by development and the remaining 10 sites have either not been impacted or there is no information available regarding current site status (Table 5.1-5).

The eight prehistoric resources identified within the six cumulative projects as being significant cultural resources include CA-SDi-4937, CA-Sdi-186, CA-SDi-4757A, CA-SDi-4757-B, CA-SDi-4758, CA-SDi-4759, CA-SDi-4765, and CA-SDi-4782. One significant site is located within the Hidden Valley Estates project and the seven remaining significant sites are within the portion of the Rancho San Diego Specific Plan area that has not been developed. All of the eight sites identified as significant resources are currently proposed for preservation in open space. Prior to its inclusion in an open space easement, a data recovery program (Berryman 1991) was completed for the one significant site (CA-SDi-4937) located within the proposed Hidden Valley

TABLE 5.1-5
Summary of Cultural Resources Located in the Cumulative Impact Study Area

Project Name	Site Number	Site Type	Recorded by	Date	Work Completed	Completed By	Date	Significance Determination	Site Status
Pointe Spring Valley Specific Plan	CA-SDI-185B/SDM-W-172B	Lithic scatter/ structures, trash	Cupples	1978	Tested portion of site	Gross	1974	Not Significant	--
		Isham Springs Bottling Co.	--	--	Tested portion of site	Hector	1981	Not Significant	--
	CA-SDI-4774	Lithic scatter	Cupples	1972	Not relocated	Hector	1981	Not Significant	Destroyed
	CA-SDI-6875/SDM-W-2086	Lithic scatter	Eckhardt	1978	Not relocated	Hector	1981	Not Significant	Destroyed
	CA-SDI-6876/SDM-W-2087	Lithic scatter	Eckhardt	1978	Not relocated	Hector	1981	Not Significant	Destroyed
	CA-SDI-6877/SDM-W-2088	Lithic scatter	Eckhardt	1978	Not relocated	Hector	1981	Not Significant	Destroyed
	CA-SDI-6878/SDM-W-2089	Lithic scatter	Eckhardt	1978	Not relocated	Hector	1981	Not Significant	Destroyed
	CA-SDI-6879/SDM-W-2090	Lithic scatter	Eckhardt	1978	Not relocated	Hector	1981	Not Significant	Destroyed
	CA-SDI-6880/SDM-W-2091	Lithic scatter	Eckhardt	1978	Not relocated	Hector	1981	Not Significant	Destroyed
	CA-SDI-6881/SDM-W-2092	Lithic scatter	Eckhardt	1978	Not relocated	Hector	1981	Not Significant	Destroyed
	Isolate A	Scraper	Eckhardt	1978	Not relocated	Hector	1981	Not Significant	Destroyed
	Isolate B	Scraper	Eckhardt	1978	Not relocated	Hector	1981	Not Significant	Destroyed
	Isolate C	Projectile Point	Eckhardt	1978	Not relocated	Hector	1981	Not Significant	Destroyed
Panorama Ridge Specific Plan	CA-SDI-8774/SDM-W-172	Lithic scatter	Berryman	1978	5 units, STPs	Berryman	1978	Not Significant	--
(Formerly Berkshire Mountain)	Site #1 (No SDI-no.)	Lithic scatter	Heuett	n.d.	2 units, STPs	Heuett	n.d.	Not Significant	--
Las Montañas Specific Plan	CA-SDI-10246/SDM-W-4297	Lithic scatter	Heuett	1979	2 units	Chace	1983	Not Significant	Impacted by Project
	CA-SDI-10247/SDM-W-4298	Bedrock Milling	Heuett	1979	2 Auger Holes	Chace	1983	Not Significant	Impacted by Project
	CA-SDI-10248/SDM-W-4299	Lithic scatter	Heuett	1979	Not relocated	Chace	1983	Not Significant	Destroyed Prior to Project
Hidden Valley Estates Specific Plan	CA-SDI-4937	Small Camp, Bedrock Milling	--	1973	3 units, STPs	Chace	1980	Significant	Additional Testing
(Formerly San Miguel Estates)		--	--	--	2 units	Berryman	1985	--	Data Recovery,
		--	--	--	70 units	Berryman	1991	--	No Additional Work
	CA-SDI-4938	Habitation	--	1973	4 units	Berryman	1985	Not Significant	Destroyed
	CA-SDI-4941	Small Camp, Bedrock Milling	--	1973	2 units	Berryman	1985	Not Significant	Impacted by Project
	CA-SDI-7838	Small Camp, Bedrock Milling	Chace	1980	--	--	--	Not Significant	--
	CA-SDI-7839	Small Camp, Bedrock Milling	Chace	1980	--	--	--	Not Significant	--
	CA-SDI-7840	Small Camp, Bedrock Milling	Chace	1980	--	--	--	Not Significant	--
	CA-SDI-7841	Small Camp, Bedrock Milling	Chace	1980	4 units	Berryman	1985	Not Significant	Not Impacted by Project
	CA-SDI-7842	Shell Scatter/flake	Chace	1980	2 units	Berryman	1985	Not Significant	Impacted by Project
Rancho San Diego	CA-SDI-186	Habitation	Berryman/ Berryman	1987	Tested	Berryman/ Berryman	1987	Significant	Not Developed

TABLE 5.1-5
Summary of Cultural Resources Located in the Cumulative Impact Study Area

Project Name	Site Number	Site Type	Recorded by	Date	Work Completed	Completed By	Date	Significance Determination	Site Status
	CA-SDI-4757A	Habitation	Berryman/ Berryman	1987	Tested	Berryman/ Berryman	1987	Significant	Date Recovery Program Completed by Byrd and Serr (1993) Not Developed
	CA-SDI-4757B	Habitation	Berryman/ Berryman	1987	Tested	Berryman/ Berryman	1987	Significant	Date Recovery Program Completed by Byrd and Serr (1993) Not Developed
	CA-SDI-4758	Habitation	Berryman/ Berryman	1987	Tested	Berryman/ Berryman	1987	Significant	Located in Proposed Open Space
	CA-SDI-4759	Habitation	Berryman/ Berryman	1987	Tested	Berryman/ Berryman	1987	Significant	Not Developed
	CA-SDI-4765	Habitation	Berryman/ Berryman	1987	Tested	Berryman/ Berryman	1987	Significant	Data Recovery Program Completed by Byrd and Serr (1993) Not Developed
	CA-SDI-4782	Habitation	Berryman/ Berryman	1987	Tested	Berryman/ Berryman	1987	Significant	Located in proposed open space
Loma Del Sol/ Steele Canyon Estates	CA-SDI-5468 SDM-W-2594	Milling Lithic scatter	MSA Berryman	1978 1986	--	--	--	--	Destroyed by Residential Housing Construction
	CA-SDI-5469 SDM-W-2595	Isolated Milling Slick	MSA	1978	--	--	--	Not Significant	Determination by Berryman (1986). No Further Work Recommended
	LS-1	Milling Slick/ 2 Lithic Artifact	Berryman	1986	--	--	--	Not Significant	Determination by Berryman (1986). No Further Work Recommended
	LS-2	Lithic scatter	Berryman	1986	--	--	--	--	Possible Surface Collection Recommended by Berryman (1986)

Estates. The seven remaining sites within Rancho San Diego are now proposed for preservation as part of the open space and habitat conservation acquisition of 1,853 acres of Rancho San Diego and/or open space easements. In addition, a data recovery program (Byrd and Serr 1993) was completed for three (CA-SDi-4757A, CA-SDi-4757B, and CA-SDi-4765) of the significant sites located within the Rancho San Diego project area prior to the pending open space acquisition of 1,853 acres of Rancho San Diego.

Three additional sites (CA-SDi-4763, Locus 1 and 2 and CA-SDi-4775), located within the Skyline Wesleyan Church study area, have been determined to be significant cultural resources. CA-SDi-4763, Locus 2, is also interpreted by the County of San Diego staff archaeologist as being significant under RPO. The Skyline Wesleyan Church project would preserve two (CA-SDi-4763, Locus 2 and CA-SDi-4775) of the three significant cultural resources, including the RPO significant site (SDi-CA-4763, Locus 2). Site CA-SDi-4763, Locus 1 would be impacted by the proposed project and a data recovery program would be completed prior to construction to mitigate impacts to the site. Two sites within the Skyline Wesleyan Church project area (CA-SDi-4762, Locus 3 and CA-SDi-5066) have been tested and determined to be not significant.

In summary, development proposals within the cumulative study area, including the Skyline Wesleyan Church project, would result in impacts to 29 prehistoric sites identified as not significant. Ten cultural resources identified as significant would be preserved within open space easements or preserves. Within the cumulative study area, 91 percent of the significant sites(10 of 11 sites) would be preserved. Radiocarbon dates for CA-SDi-4763, Locus 2 place site occupation at approximately 3000 year BP, an early time period for which few sites have been identified within the region. Within the region used for this discussion, site CA-SDi-4763, Locus 2 is the only significant Early Period prehistoric resource. Additional work at CA-SDi-4763, Locus 1 may identify this site as contemporary with CA-SDi-4763, Locus 2. CA-SDi-4763, Locus 2 would not be impacted as part of the Skyline Wesleyan Church project, therefore preserving this significant Early Period habitation area.

Mitigation of impacts as required by the County and CEQA provides for significant resources to be mitigated to a level below significance. Although mitigation through data recovery adds information to the cumulative historical record for the region, it results in the irretrievable loss of the unsalvaged portion of the resource. Data recovery has been completed for four of the 11 sites which would be protected within open space easements or preserves. Mitigation through data recovery for one significant site would contribute to the cumulative loss of cultural resources. However, since 10 of the 11 significant sites within the cumulative study area would be preserved in open space easements or preserves, this would not result in a significant cumulative impact.

Hydrology/Water Quality

With respect to runoff quantities, cumulative project impacts on the Sweetwater River would be negligible. The Federal Emergency Management Agency's (FEMA) Flood Insurance Study (FIS)

for the Sweetwater River was approved in May, 1983. The FIS indicates the drainage basin area to the Sweetwater Reservoir is 174.0 square miles (111,360 acres) and generates a 100-year storm peak discharge of 21,500 cfs. The developed area of the project site would represent approximately 24 acres (0.02%) of the Sweetwater River Basin. When compared to existing conditions, the project would increase the amount of 100-year storm runoff by approximately 90 cubic feet per second, which corresponds to 0.4% of the storm peak discharge to the Sweetwater Reservoir. While it is not practical to quantify the runoff generated by other projects, the project would represent a very small proportion of the river basin. The cumulative increase in stormwater runoff due to the project would be insignificant.

The proposed project would not have a significant cumulative impact on water quality since it would be required to comply with provisions of the National Pollutant Discharge Elimination System (NPDES). Under NPDES, the project applicant would be required to file a Notice of Intent (NOI) with the State of California Water Resources Control Board (SWRCB). The NOI would include provisions to eliminate non-storm water discharges to storm water systems, development and implementation of a storm water pollution prevention plan, and monitoring of discharges to storm water systems.

Traffic and Circulation

In general, the traffic impacts of the project would not be additive to those of other residential and commercial projects which might be developed concurrently. Residential and commercial projects generate peak traffic impacts on weekdays and Saturdays, while the church facilities would generate peak traffic impacts on Sundays. Road improvements which may be constructed to mitigate weekday impacts, such as the planned widening of Campo Road between Jamacha Boulevard and Jamacha Road to six lanes, would be sufficient to mitigate Sunday traffic loads. Therefore, the proposed project would not contribute to significant cumulative traffic impacts.

The SANDAG study of SR 54 planning alternatives assumes buildout of the study area, includes the project property, and serves as the basis of the Buildout impact traffic analysis included in Section 4.4. As such, the project is included in the long-term cumulative analysis. There would be no significant cumulative impacts for the buildout condition.

Air Quality

Although not addressed as a major issue in the EIR, air quality is discussed here because cumulative air quality effects are often a consideration due to the fact that all projects contribute to existing air quality problems within the San Diego Air Basin.

Because the project would relocate the existing church facilities and the proposed uses are not growth-inducing, the project would not have a cumulatively significant impact on air quality. Furthermore, the total vehicle miles travelled (VMTs) for church members travelling to and from the project site would not change significantly. As indicated in section 4.4 (Traffic and

Circulation), approximately 50% of project traffic would originate from the west while 50% would originate from the east. Since the church would be relocated further east, total vehicle miles travelled (VMTs) originating from the west would generally increase, while VMTs originating from the east would generally decrease. By assuming that the increasing VMTs from the west would offset the decreasing VMTs from the east, the net change in total project VMTs is not anticipated to be significant. Therefore, the project's cumulative air quality impact, in conjunction with other surrounding projects, would not be significant.

Public Facilities and Services

The net effect of the project's cumulative impact on law enforcement, fire protection, public utilities and solid waste would not be significant. The proposed church and cemetery would not create a significant demand or impact on law enforcement services given the nature of the proposed uses and the project's direct access from Campo Road. Fire protection response time to the project site would be within the maximum five minute response time specified by the County's Public Facilities Element. With respect to utilities, Section 4.9 indicates that the project demand upon sewer and water would be met by the planned capacity of the sewer and water agencies. No adverse cumulative impacts would be associated with the provision of gas and electricity to the site. With respect to solid waste, the project's proposed institutional uses would be relocated from their present location; the net change in solid waste generation between the proposed project and present church facility would not be significant.

5.3 Growth Inducement

The growth-inducement analysis addresses two issues, as defined in Section 15126 (g) of the CEQA Guidelines. The first is the potential for the project to "foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment." The second is the potential to "encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively." This second issue involves the potential for the project to induce further growth by the extension or expansion of existing services, utilities or infrastructure.

With respect to the first issue, the proposed project would result in shifting the approved location of the Skyline Wesleyan Church within the project area, the elimination of future development of approximately 16.6 acres for light industrial uses and development of 172,250-square-foot church facilities and 8.1-acre cemetery within the project area. As discussed in Section 5.1, the proposed church would create a larger campus for the existing Skyline Wesleyan Church to meet the needs of the growing congregation and would locate the church in a more central location to the residences of the majority of the congregation. The proposed church and cemetery would provide land uses to serve existing and future residents of the surrounding area, but would not directly or indirectly foster economic or population growth or the construction of additional housing.

With respect to the influence infrastructure improvements may have on development in the area, the project would extend water and sewer service into the project area and would require minor offsite extensions of water and sewer lines to service the proposed project. The majority of the surrounding area consists of existing residential development, designated open space or land owned by Otay Water District. Undeveloped land in the immediate vicinity includes: the triangular-shaped parcel immediately west of the project area that is designated as Impact Sensitive by the Valle de Oro Community Plan, the County-owned parcel between the proposed cemetery and existing County maintenance station, two areas designated for residential development located east of Jamacha Boulevard and north of Trace Road, and land south of Campo Creek that will be designated as part of the MSCP preserve. Consequently, the development potential of the surrounding undeveloped land is not substantial.

Proposed offsite water and sewer lines include: 1) a 1,000-foot water connection from the northwestern corner of the site to an existing 12-inch line in Via Escuda and 2) extending the existing public sewer about 310 feet westerly along the north side of Campo Road adjacent to the County-owned parcel located east of Lot 1 of the proposed tentative map. The offsite water line is necessary to provide a redundant supply to reduce the risk to public safety. This water line would be located within land owned by the Otay Water District and would be surrounded by existing residential development and land owned by the Skyline Wesleyan Church and the Otay Water District. Consequently, this offsite water line would not create growth-inducing impacts by extending water service into a previously unserved area. The construction of 310 feet of offsite sewer line would not be growth-inducing since the only undeveloped land it would provide potential hook-up to is the County-owned parcel adjacent to the southeastern corner of proposed Lot 1.

Given the nature of the proposed land uses, the limited development potential of the surrounding undeveloped land and the limited nature of the proposed offsite improvements, it is concluded that the project would not result in a significant growth-inducing impact.

5.4 Effects Found Not to be Significant

The Notice of Preparation and the environmental issue analysis included in staff's response to the Pre-Intake Assistance application were utilized to identify potential environmental impacts of the proposed project. Section 4.0 of this EIR contains a discussion of the potentially significant environmental issues identified by the Checklist. In addition to items discussed below, impacts upon housing and population were also found not to be significant; these issues are discussed in detail in Section 5.3.

Air Quality

Air quality impacts of the project are not anticipated to be significant. Project trips would occur in the air basin whether or not the project is developed. As indicated in Section 5.1, the net change in total project vehicle miles travelled due to the relocation is not anticipated to be

significant. Section 4.4 (Traffic and Circulation) indicates that the project would not result in significant impacts on intersections. As such, no significant direct air quality impacts would be attributed to substandard intersection operating conditions. Overall, substantial increases in vehicle emissions are not anticipated to result from project implementation.

Natural Resources

Project implementation would not substantially increase the rate of use of any natural resources. The project would not have a significant impact upon natural resources.

Risk of Upset

The project would not involve activities which would be considered hazardous to surrounding areas. Substantial quantities of hazardous materials would not be located or used on the property.

Energy

No excessive amounts of fuel or energy would be consumed by the project. The majority of the automobile trips associated with the project are related to the existing church facility. These trips would occur in the area whether or not this site is developed. In addition, the energy consumed by the operation of the proposed church facility would not be significant.

Human Health

The project is not anticipated to result in the creation of potentially significant health hazards nor the exposure of people to such elements. Project implementation would not result in significant health impacts.

Recreation

The project would accommodate the portion of the trail system identified on the property by the Valle de Oro Community Plan. Therefore, no recreation impacts would occur.

6.0 ALTERNATIVES

CEQA Guidelines

In considering the appropriateness of a proposed project, CEQA mandates that alternatives to its implementation be discussed. CEQA Guidelines section 15126(d) addresses alternatives to the proposed action. It requires the EIR to describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.

The EIR should briefly describe the rationale for selecting the alternatives to be discussed, and should identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process, and briefly explain the reasons underlying the lead agency's determination. (Guidelines § 15126(d)(2).)

The range of alternatives is governed by the rule of reason. The alternatives are limited to those that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project. (Guidelines § 15126(d)(5).)

Among the factors that may be taken into account when addressing the feasibility of alternatives are:

1. site suitability
2. economic viability
3. availability of infrastructure
4. general plan consistency
5. other plans or regulatory limitations
6. jurisdictional boundaries
7. whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent).

(Guidelines § 15126(d)(5)(A), citing Citizens of Goleta Valley v. Board of Supervisors (1990) 52 Cal.3d 553 and Save Our Residential Environment v. City of West Hollywood (1992) 9 Cal.App. 4th 1745, 1753, fn. 1.)

Regarding alternative locations, only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR. If the Lead Agency concludes that no feasible alternative locations exist, it must disclose the reasons for this conclusion, and should include the reasons in the EIR.

Project Objectives

In developing the alternatives to be addressed in this section, consideration was given regarding their ability to meet most of the basic objectives of the project. These objectives are re-stated below from Section 2.2 of this EIR:

- To develop a new church campus to meet the needs of the growing church congregation whose existing church facility is located at 1345 Skyline Drive in Lemon Grove. Specifically, the new church needs to:

  - Be located in the Rancho San Diego area to be more centrally located for the members of its congregation which currently attend services in Lemon Grove and in El Cajon, and

  - Be large enough to provide space for all of the church functions including a large capacity worship center, a chapel for smaller events such as weddings and funerals, administrative offices, Christian education for adults and children, and training facilities.

- To modify the location and design of the approved Skyline Wesleyan Church within the project area per adopted Major Use Permit (MUP) 88-039 to:

  - Resolve conflicts between the approved church design and changes in the Otay Water District's future water storage facility needs for the property subsequent to approval of MUP 88-039, and

  - Respond to the design concerns of the Rancho San Diego residents regarding the visually prominent location and the bulk, scale and architectural character of the approved church campus.

- To provide a cemetery to meet a growing need for cemetery space within the County of San Diego.

The church's existing facility in Lemon Grove cannot be expanded to meet the growing needs and size of the Skyline Wesleyan Church congregation. Five or six services are already required based on the current size of the congregation which is demanding on the pastoral staff and does not provide for future growth of the congregation. In addition, adequate on-site parking is not available at the existing church, resulting in on-street parking in the surrounding neighborhood. The Church is currently utilizing off-site facilities to meet the needs of their existing

congregation. Given the current size of the congregation, the existing facility is undersized to meet the needs of the Skyline Wesleyan Church. Additional development at the existing facility is not feasible to meet the expanding needs of the growing congregation.

To meet the future needs of the Skyline Wesleyan Church congregation, a minimum of 25 developable acres would be needed for ultimate development of the church campus. A minimum of an additional eight acres also would be needed for development of the associated cemetery, resulting in a total minimum developable acreage of 33 acres.

Based on a demographic analysis of the Church's congregation, the Church has determined that the Rancho San Diego area best serves their existing congregation and also provides a location that would facilitate future growth of the congregation given the demographics of the Rancho San Diego community.

Selected Alternatives

Based on the above parameters, three alternatives to the proposed Skyline Wesleyan Church project are addressed in this section: No Development, No Project (Development Under the Approved MUP 88-039), and a Modified "Church at the Bottom of the Hill" alternative. These alternatives are intended to eliminate or reduce the significant environmental impacts associated with proposed and future development of the subject property. Detailed analysis of the selected alternatives is preceded by a discussion of the alternatives that were considered, but not analyzed in detail. A discussion is also provided below of alternatives that were rejected from consideration.

6.1 Alternatives Rejected from Consideration

Alternative Land Uses

Alternative types of land uses for the property were rejected from consideration because they would not meet the primary objective of the proposed project which is to relocate the approved church campus to a different location on the church property to resolve conflicts with the Otay Water District future plans and to preserve the visually prominent ridgeline. The new larger church campus is needed to meet the needs of the growing Skyline Wesleyan Church congregation.

Offsite Alternatives

As stated in Section 6.0, with respect to offsite locations for the proposed project, Section 15126(d)(5)(A) of the CEQA Guidelines specifies that among the factors that may be taken into account when addressing the feasibility of offsite alternatives is whether the proponent can reasonably acquire, control or otherwise have access to an alternative site. In addition, in Citizens

of Goleta Valley v. Board of Supervisors (1990) 52 Cal.3d 553,574, the California Supreme Court found that whether a property is owned or can reasonably be acquired by the project proponent has a strong bearing on the feasibility of that site as a project alternative because, unlike public agencies, private applicants do not have the power of condemnation.

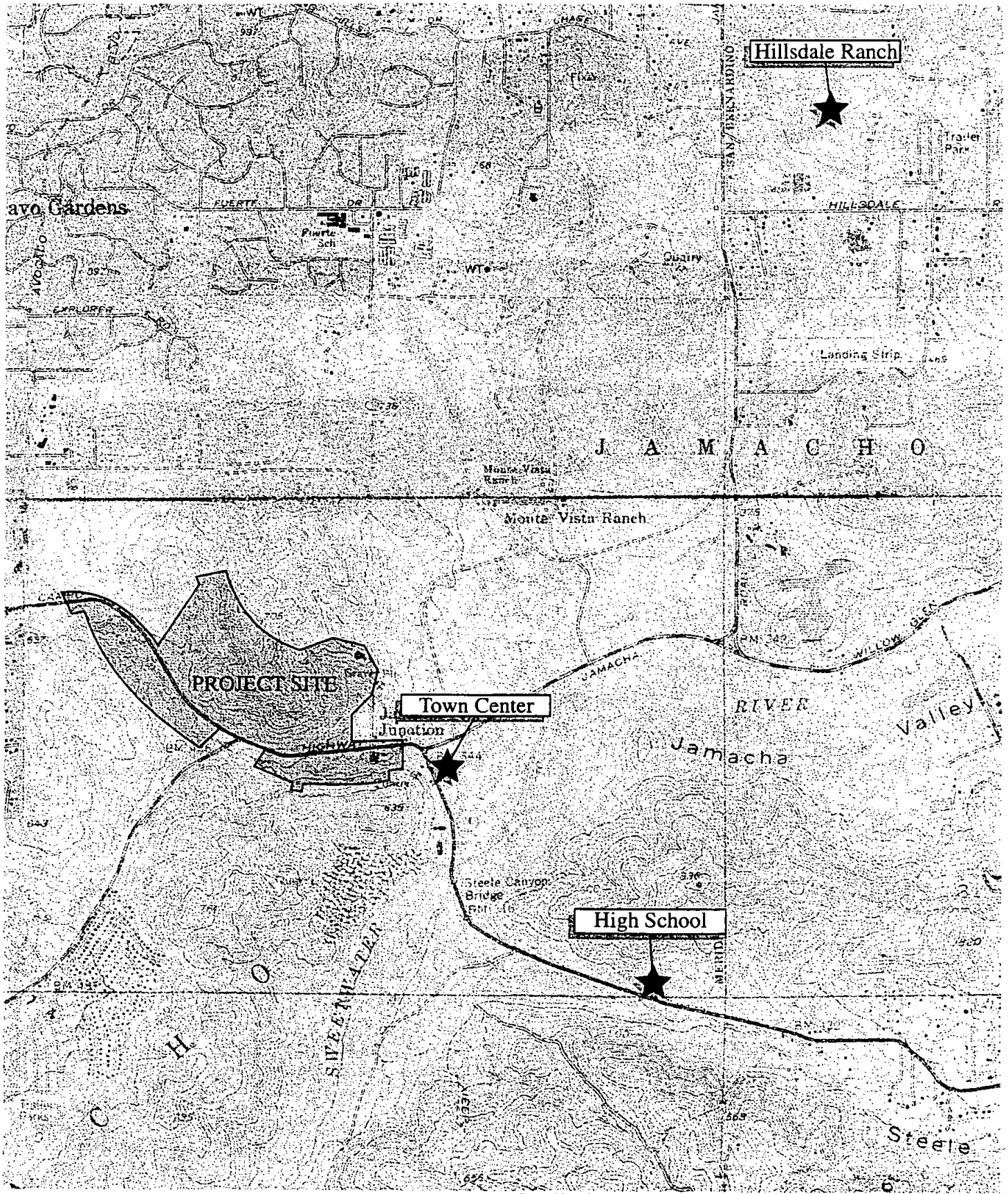
A review of undeveloped properties in the Rancho San Diego vicinity which could attain most of the basic objectives of the project was undertaken to determine if there were any feasible offsite alternative locations for the proposed project that should be analyzed. As discussed in Section 6.0, a minimum of 33 acres in the Rancho San Diego area are required to meet the basic objectives for the needed relocation of the Skyline Wesleyan Church. Three potential offsite alternative locations were identified which could meet the basic objective of the project of developing a larger church campus in the Rancho San Diego area to meet the needs of the growing Skyline Wesleyan Church congregation.

As discussed below, these offsite alternative locations for the proposed project were rejected from further consideration and analysis since: 1) the project site is the only property owned by the Skyline Wesleyan Church for relocation of its existing church in Lemon Grove, 2) discretionary permits approved in 1991 remain valid to allow development of the Skyline Wesleyan Church within the project area 3) the Skyline Wesleyan Church has already spent approximately $2,000,000 to obtain entitlements to develop a church campus on the property they currently own and 4) since the Skyline Wesleyan Church could not reasonably acquire other potential properties within the geographic area needed to serve the Skyline Wesleyan Church congregation. The Skyline Wesleyan Church, a non-profit Christian organization, acquired the 114.2 acre project site for $1,800,000. As summarized below, it is not considered financially reasonable for this non-profit organization to acquire any of the identified potential offsite alternative locations given the land costs and the requirement to then start the entitlement process to develop a church on land currently designated for land uses other than a church. If the Skyline Wesleyan Church were forced to abandon the proposed site, it is considered unlikely that they would be able to sell the property since potential buyers would question the development capability of the site. Thus, the Church could be faced with losing all of its initial investment.

A summary of alternative sites which were considered but rejected from consideration is provided below. Table 6-1 analyzes the feasibility factors listed in Section 6.0 for each of the three potential offsite alternatives which were considered but rejected. Figure 6.1-1 identifies the location of the three potential offsite alternatives.

Rancho San Diego Town Center Site

Approximately 45 acres of undeveloped land are located in the vicinity of the project site in the southeast corner of the intersection of Campo Road and Jamacha Road (Figure 6.1-1). The property is currently utilized as an equestrian center but is designated for mixed use development as the Town Center in the Rancho San Diego Specific Plan. The Rancho San Diego Specific Plan states that the goal of the Town Center is to create a mixed use development which provides



Base Map Source: USGS Jamul and El Cajon Quadrangles, 7.5 minute series

Potential Offsite Alternatives Rejected from Consideration

Figure 6.1-1

an activity focus for the community as well as retail and service uses. This property is currently in escrow to be acquired from the Resolution Trust Corporation (RTC) and planning for development of the Town Center is currently in process.

From a suitability standpoint, conversion of the Town Center to a church would have negative land use effects resulting from the loss of the community's activity center. From a financial standpoint, the appraised market value of the property was approximately $10,900,000 in 1994. It is not reasonable to expect a non-profit organization to pay an additional land cost of approximately $8,000,000 plus the additional cost to obtain the required entitlements to be able to develop a church on property currently designated for development as a Town Center. In addition, since the property is currently in escrow for purchase from the RTC for mixed use development of the Town Center, it is unlikely that the property could be acquired at this time.

Rancho San Diego High School Site

The Rancho San Diego Specific Plan designates a high school site south of the Sweetwater River, north of Campo Road (Figure 6.1-1). This approximately 48-acre site is owned by the Grossmont Union High School and is intended for future development of a high school to serve the Rancho San Diego area.

From a suitability standpoint, the high school site is less desirable for development of a larger church campus because it lacks the exposure to potential church attendees provided by a location adjacent to the major circulation element roads serving the Rancho San Diego area. From a financial standpoint, the high school property was acquired by the Grossmont High School District for $13,375,000 and it is unlikely that they would be willing to sell it for a substantially lower price. It is not reasonable to expect a non-profit organization to pay an additional land cost of approximately $11,575,000 plus the additional cost to obtain the required entitlements to be able to develop a church on property currently designated for development as a high school.

Hillsdale Ranch Site

Approximately 70 acres of undeveloped land are located north of Hillsdale Road and east of Jamacha Road (Figure 6.1-1). The Valle de Oro Community Plan designates the property for residential development at a density of two dwelling units per acre. The property is surrounded by residential development at varying densities to the west, north and east with commercial and institutional uses located to the south.

From a suitability standpoint, this site is less desirable since it is not within Rancho San Diego. It is surrounded by residential development on three sides and since it is situated in a residential neighborhood without exposure to major circulation element roads. Development of a church campus on the property would be constrained by substantial infrastructure costs to develop Chase Avenue through the property and the existence of the 102-year Liffreing House, a historical landmark, in the central portion of the property. Also, the property owner is currently processing

plans to develop the property as a residential subdivision. From a financial standpoint, it would not be economically reasonably to acquire the property. Although no current appraisal exists, the landowner has suggested a sales price of $8,000,000 several years ago. This would result in additional land costs of potentially $5,200,000 and additional costs to obtain the required entitlements to be able to develop a church on property currently designated for residential development. Given the size and scope of activities proposed at the expanded church campus, opposition to development of the church in residential neighborhood could occur.

6.2 No Development Alternative

Description

The "No Development" alternative assumes that the subject property would remain in its present vacant condition and no further development would take place. Under this alternative, the parcel north of Campo Road would not be developed, retaining the existing landforms, biological resources and natural character of this corridor along Campo Road between Jamacha Junction and Via Mercado. It should be noted that future construction of SR-54 through the project site north of Campo Road could occur even without future development of the site.

Impact Analysis

Land Use/Community Character. Retaining the subject property in an undeveloped condition would avoid conflicts with the County of San Diego Resource Protection Ordinance (RPO) with respect to encroachments into sensitive biological lands. The absence of onsite development would also avoid potential land use conflicts with adjacent residences to the west and changes in the community character of the currently vacant site resulting from development of a church campus and cemetery.

Landform Alteration/Visual Quality. Implementation of this alternative would retain the natural landforms and visual quality of the subject property. The lack of onsite development would specifically negate the visual impacts of developing the proposed church and cemetery, and from manufactured slopes in excess of 15 feet high. However, future construction of SR-54 through the project area would create landform alterations and changes in the visual character even without development within the project area.

Biological Resources. The biological resources on the subject property would remain in their present state, avoiding impacts to 21.8 acres of Diegan coastal sage scrub and two pairs of California gnatcatchers. However, some impacts to Diegan coastal sage scrub would result from future construction SR-54 through the project area.

Traffic/Circulation. The project's contribution to traffic volumes on local streets would be eliminated with this alternative as would the addition of a fourth leg of the Jamacha Boulevard/Campo Road intersection and the creation of a new signalized intersection at the

proposed west entrance to the church. This would avoid the additional congestion created by adding the fourth leg to the Jamacha Boulevard/Campo Road intersection during weekday a.m. peak hour and the level of service D impacts projected at the east entrance during two one-hour periods on Sunday mornings. The three roadway segments currently operating at LOS E would continue to do so (i.e. Campo Road between Jamacha Boulevard and Jamacha Road, Campo Road south of Jamacha Road, and Jamacha Boulevard south of Campo Road).

Noise. Retaining the project area in its undeveloped condition would eliminate short-term noise impacts during construction on the nearest residences and the California gnatcatcher, as well as the potential for noise impacts from church vehicles on the nearest residences and project area roadways.

Cultural Resources. Since development of the subject property would not occur with this alternative, there would be no impacts to cultural resources onsite.

Hydrology/Water Quality. This alternative would not result in pre- and post-construction storm water discharges that would otherwise contribute to surface water quality pollution in the Sweetwater Reservoir and downstream stormdrain system.

Public Facilities and Services. This alternative would eliminate the demand placed on agencies providing public services to the proposed project.

Geology/Soils. No erosion or geologic impacts are anticipated with this alternative, as no grading would occur for onsite development. However, development of SR-54 through the project area would likely still occur in the future and could result in potential erosion and geologic impacts.

Reasons for Applicant's Rejection of the "No Development" Alternative

The "No Development" alternative is considered the environmentally preferred alternative due to the absence of environmental impacts as compared to the proposed project. While this alternative would eliminate the potentially significant impacts associated with buildout of the Skyline Wesleyan Church and cemetery, it would not fulfill the primary objective of providing a larger and relocated campus for the Skyline Wesleyan Church to meet the needs of its growing congregation. The "No Development" alternative has been rejected by the project applicant because it would deny reasonable use of the land and cause economic hardship, as the Skyline Wesleyan Church would continue to pay property taxes without providing for a relocated and enlarged church campus for its congregation.

6.3 No Project Alternative (Development Under the Approved MUP 89-039)

Description

This alternative involves development of the Skyline Wesleyan Church under the approved MUP 89-039 which would allow development of one church building totaling 345,000 square feet on top of a ridgeline and a total of 3,550 parking spaces. No cemetery is included in the approved MUP. The project area of this alternative consists of 207 acres of which 133 acres are owned by the Skyline Wesleyan Church and 74 acres are owned by the Otay Water District. Approximately 27 acres of the project area could be developed with light industrial uses consistent with the Ranch San Diego Specific Plan and the M52 zone. A more complete description of this alternative can be found in Section 2.5. This section compares and contrasts the major elements of the approved and proposed projects. Table 2.5-1 identifies the various components of the project and Figure 2.3-1 illustrates the location of the uses within the project boundary.

Impact Analysis

The following discussion of impacts is based on the conclusions of the Final EIR for the previous Skyline Wesleyan Church project (Graves Engineering 1990) (EAD Log No. 88-19-23). A detailed analysis of the potential impacts resulting from implementation of this alternative can be found in the previous EIR which is on file at the County of San Diego Department of Planning and Land Use.

Land Use. The Graves Engineering EIR concluded that the project would have significant land use impacts. The EIR concluded that the intensity of use would be greater than that which currently exists in the area and that potential land use compatibility conflicts would occur between church operations and adjacent residences. The plan was found to meet the Valle de Oro Community Plan Goal of no net loss of open space by resulting in a net increase of 13 acres.

This alternative would not result in any major reduction in land use impacts in comparison with the proposed project. In fact, the proposed project would reduce the land use impacts associated with the approved project. The proposed church site is adjacent to fewer residences and would be less visible from surrounding areas. The proposed project also meets the no net loss open space goal. As the approved project preceded RPO, no direct comparisons are possible. However, it is likely that the approved project would result in greater encroachment into steep slopes and sensitive biological lands. The EIR indicates that the approved project would impact approximately 60 acres of Diegan coastal sage scrub compared with the loss of approximately 22.9 acres with the proposed project. The Graves Engineering EIR contains no estimate of the amount of steep slopes which would be impacted.

Landform Alteration/Visual Quality. The grading necessary to implement the approved project was found to have a significant and unmitigated landform and visual impacts. According to the

Graves Engineering EIR, this alternative would result in 1,660,000 cubic yards of cut and fill which would cover an area of 47.4 acres. The grading would take place on a prominent ridgeline which is a high profile landform. This location and the bulk and scale of the approved project would make it visible from much of the surrounding area as illustrated in the photo simulations in Figures 6.3-1 and 6.3-2.

Landform Alteration/Visual Quality impacts for the proposed project would be reduced from the approved project alternative. Grading for the proposed project requires approximately one-sixth of the grading for the approved project alternative, involving 235,000 cubic yards of cut and 229,000 cubic yards of fill with the remaining 6,000 cubic yards of cut to be exported offsite. The proposed project would impact less area (31.9 vs 47.4 acres) and would not impact the ridgeline. Since the ridgeline would not be developed, the visibility of the proposed project from the surrounding area would be substantially reduced from that of the approved project alternative.

Biological Resources. This alternative would result in significant impacts to biological resources. The approved church facilities would impact 60 acres of Diegan coastal sage scrub and two gnatcatcher territories. The proposed project would decrease the amount of coastal sage scrub habitat that would be impacted by the approved project alternative. The proposed project would impact 22.9 acres of Diegan coastal sage scrub. The proposed project would also partially impact two pairs of the California gnatcatcher.

Traffic and Circulation. Implementation of the approved project alternative would result in significant traffic and circulation impacts with the generation of approximately 10,133 ADT on Sundays and 3,510 ADT on weekdays. Under existing plus project conditions, intersections would operate at LOS C or better on weekends and weekdays. However, under buildout conditions (Year 2005), the Campo Road/East Entrance Road would operate at LOS D on Sunday mornings and the Campo Road/Jamacha Road intersection would operate at LOS D during Sunday mornings and the weekday PM peak hour.

The approved project would be similar to the proposed project in that both would convert the intersection of Campo Road/Jamacha Boulevard to a four-way intersection which would operate at LOS D in the buildout condition. However, the analysis of the approved project alternative indicates that the LOS in the existing plus project would operate at a better level of service than would occur with the proposed project (LOS C vs D). Differences would also occur in that the approved project would not add the proposed signalized intersection on Campo Road between Jamacha Boulevard and Via Mercado. The approved project's secondary access would be in the location of the proposed cemetery access. Thus, the approved project would result in one less new access point on Campo Road. At Campo Road/Jamacha Road, level of service would be worse in the existing plus project condition under the approved project (LOS D vs C) during Sunday mornings and weekday peak hours. At the intersection of Campo Road/Via Mercado, existing plus project operating conditions would not differ from the approved alternative.

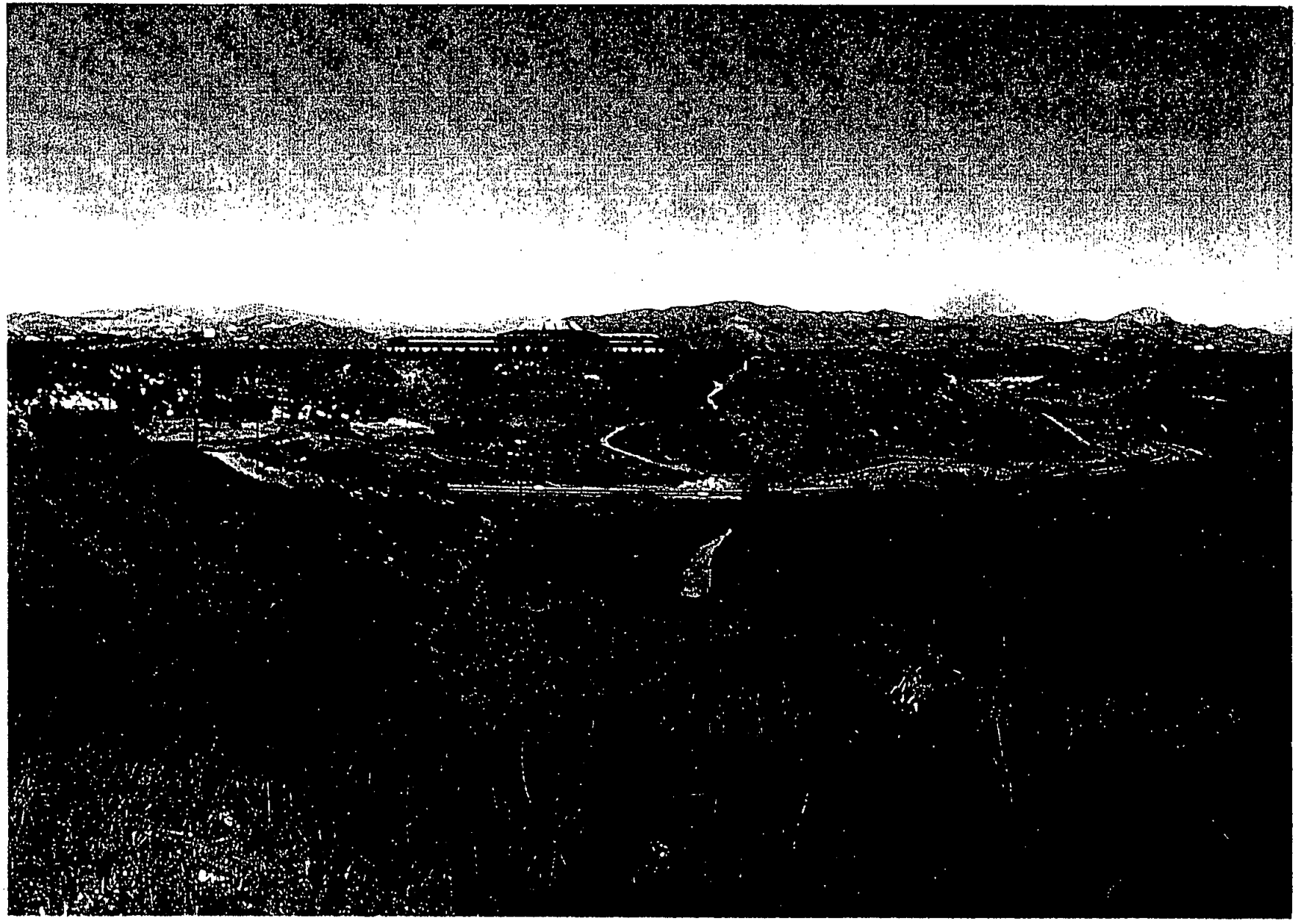


Photo Simulation of the Approved
MUP 88-039 Project from the Ridge South of Campo Creek

Figure 6.3-1

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Photo Simulation of the Approved
MUP 88-039 Project from Via Escuda

Figure 6.3-2

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Noise. The approved project alternative would result in noise impacts to the adjacent residential area of Via Escuda; however, the church buildings and associated outdoor areas would be located beyond the 60 dB(A) contours from SR-94 and SR-54. However, noise from SR-54 would exceed 60 dB(A) on the recreation fields which are part of the approved project. The proposed project would minimize noise impacts in the residential area of Via Escuda since it would not propose a parking lot adjacent to this area. Given that the recreation fields would not be proposed, the associated SR-54 noise impacts on these fields would also be avoided.

Cultural Resources. This alternative would avoid impacts to all significant cultural resources identified onsite. No potentially significant cultural resources would be impacted by the approved project.

Hydrology/Water Quality. The approved project alternative would contribute to the increased potential of sedimentation, erosion, surface runoff, and urban pollutants to the Sweetwater River Basin. Like the proposed project, these impacts, if not controlled, could have a significant impact on hydrology and water quality.

Public Facilities and Services. Implementation of this alternative would result in incremental impacts upon public utilities, water, sewer, fire protection, and sheriff's services. The impacts of the approved project alternative would be essentially the same as the proposed project.

Geology/Soils. The approved project alternative would be subject to the same geologic constraints as the proposed project. Like the proposed project, these impacts would be considered significant but mitigable.

Air Quality. The Final Environmental Impact Report for the alternative determined that impacts upon air quality were not significant.

Reasons for Applicant's Rejection of the No Project Alternative (Development Under the Approved MUP 89-039) Alternative

Subsequent to approval of Major Use Permit 88-039, General Plan Amendment 91-02, Specific Plan Amendment 88-004, and Rezoning 88-013 allowing development of the Skyline Wesleyan Church on the ridgetop, events have occurred which affect the portion of the approved development owned by the OWD, preventing compliance with the approved Major Use Permit 88-039. Under the approved plan, approximately 24 acres of the 33-acre church complex is owned by the OWD and required land exchanges prior to development. Subsequent to approval of the church project, the OWD modified their future water storage plans for this portion of the project site to respond to the inadequate water storage capacity experienced during the recent drought. The revised master plan proposes to enlarge the water storage facilities and relocate them from an elevation of 520 feet Above Mean Sea Level (AMSL) in the valley to 635 feet AMSL within a parking area designated in the approved MUP. The church has worked with the OWD for more than a year attempting to reconcile the church's parking needs with water storage

facility needs of the OWD. However, changes in the OWD's needs created unresolvable conflicts between the approved project and the future development plans and needs of the OWD. The infeasibility of implementing this alternative is the major reason the currently proposed project to relocate the church within the project area is being processed.

6.4 Modified "Church at the Bottom of the Hill" Alternative

Description

The EIR prepared for the approved Skyline Wesleyan Church project (EAD Log No. 88-19-23) included a "Church at the Bottom of the Hill" alternative. This alternative proposed to develop a 345,000-square-foot church with 1,900 parking spaces on 38 acres, yielding approximately 19 buildable acres in proposed Lot 2 and the eastern portion of proposed Lot 1, as well as three acres of adjacent offsite open space area. This alternative was rejected by the applicant in the previous EIR since the alternative site was not large enough to accommodate the applicant's parking needs and the alternative increased noise impacts, eliminated employment opportunities and resulted in smaller more fragmented open space.

Implementation of the "Church at the Bottom of the Hill" alternative would not be feasible given the currently adopted alignment for SR-54 unless a General Plan Amendment were approved to relocate the alignment for SR-54 back to its previous location in the western portion of the project prior to approval of GPA 91-02. GPA 91-02 relocated SR-54 from the western portion of the project area to its current location in the eastern portion of the project area. In addition, the Church at the Bottom of the Hill alternative included development within the County Water Authority easement that would not be allowed by the County Water Authority.

This Modified Church at the Bottom of the Hill alternative is a modified version of the Church at the Bottom of the Hill included in the previous EIR prepared for the approved Skyline Wesleyan Church project (EAD Log No. 88-19-23). This Modified Bottom of the Hill Alternative retains the basic intent of the original Church at the Bottom of the Hill Alternative but revises the alternative project design to address specific constraints affecting this portion of the project site in order to develop a feasible alternative design. Listed below are the major criteria used in developing the design for the Modified Church at the Bottom of the Hill Alternative:

- Retain the 166-foot-wide Irrevocable Offer to Dedicate for future SR-54 consistent with the adopted alignment in the County of San Diego General Plan's Circulation Element;
- Retain the supplemental setback incorporated into the proposed project adjacent to the SR-54 IOD to allow for the future design and construction of the SR-54/SR-94 interchange;
- Retain the setback adjacent to Campo Road as incorporated into the proposed project not to preclude future consideration of an 8-lane Campo Road;

- Conform to the County Water Authority easement restrictions preventing development of any structures within the easement;
- Provide adequate parking for the proposed church development by using the same parking criteria of 2.4 people per vehicle that was used for the proposed project; and
- Limit development to property owned by the Skyline Wesleyan Church.

A total of approximately 9.6 acres within Lot 2 of the proposed tentative map could be developed under this alternative, as illustrated in Figure 6.4-1. The Modified Church at the Bottom of the Hill Alternative would consist of three separate church buildings east of the SR-54 IOD and setback and north of the County Water Authority easement. Within this development area, a total of 48,000 square feet of buildings would be developed including:

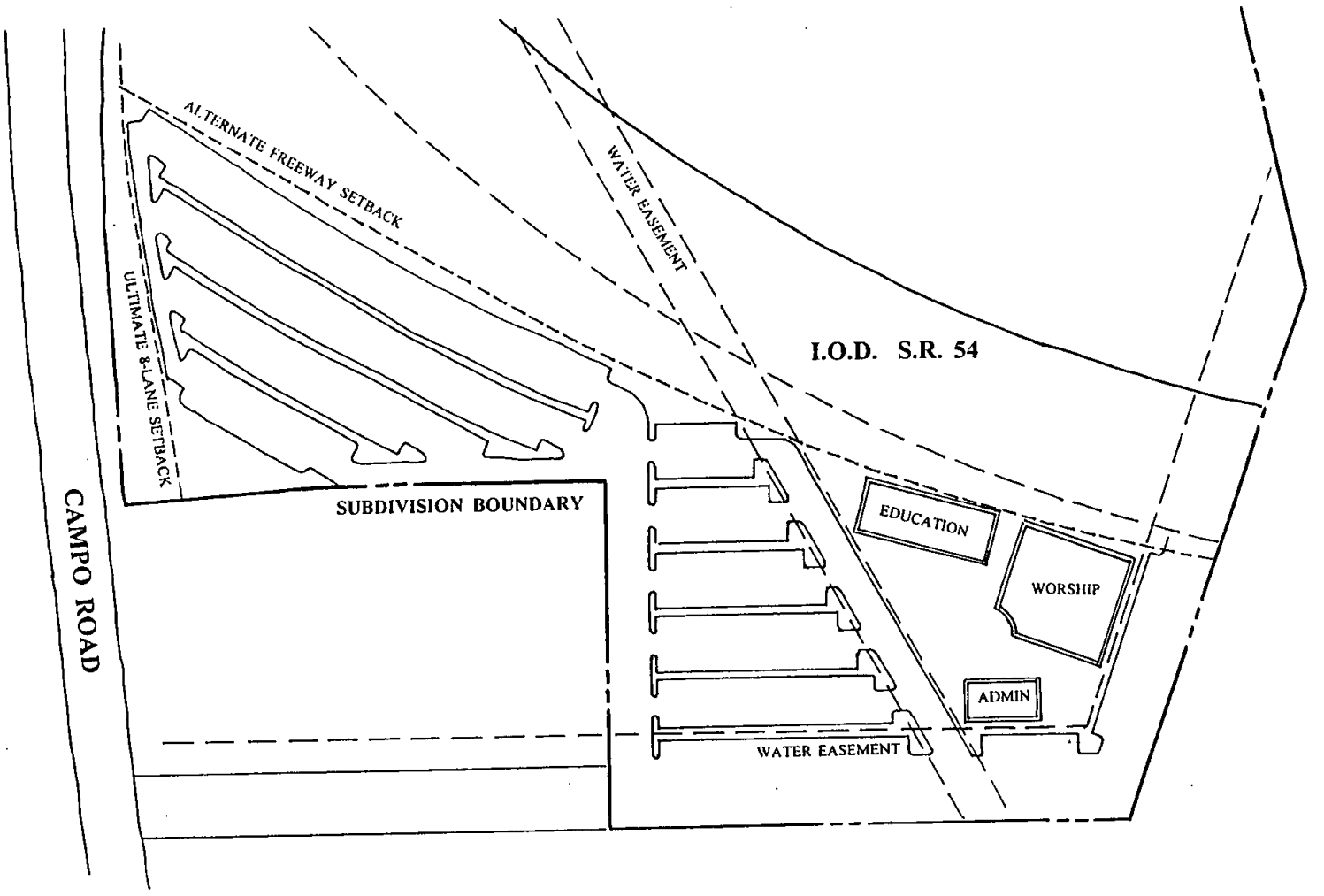
Building	Size	Height
Parking	700 spaces	
Worship Center	18,000 square feet with 840 seats	one-story
Education	21,000 square feet	two stories
Administration	9,000 square feet	two stories

A total of 700 parking spaces would be provided east of the SR-54 IOD and setback, south of the County Water Authority easement and north of the 8-lane Campo Road setback. Primary access would be provided by adding a fourth leg to the Campo Road/Jamacha Boulevard intersection and developing an access road along the 20-foot water and access easement, as is proposed to provide direct access to the cemetery from the church as part of the proposed project. Secondary access would be provided from the Otay Water District access road located adjacent to the eastern edge of proposed Lot 2. This access would be limited to right-turns in and out only. Under this alternative, development of the cemetery included in the proposed project would not be feasible given the limited development area.

Impact Analysis

In general, the physical or "ground" impacts of this alternative would be similar to those resulting from development of the cemetery under the proposed project since the Modified Church at the Bottom of the Hill alternative occupies essentially the same area within Lot 2 as the cemetery in the proposed project. This alternative would cause the least environmental damage resulting from development of church facilities within the project area. The "No Development" alternative is considered to be the environmentally preferred alternative, but would not allow any church development within the project area.

Land Use. This alternative would result in substantially less development in comparison with the proposed project due to the limited development area. Implementation of this alternative would



1 inch = 200 feet

Modified Church at Bottom of the Hill Alternative Figure 6.4-1

not require any changes to the proposed tentative map but would: 1) eliminate the need for MUP 95-001 since no cemetery development would be proposed, 2) change the modification to MUP 88-039 to delete the Otay Water District property and all of the project area except for Lot 2, and 3) require the amendments to the Rancho San Diego Specific Plan and zone reclassifications discussed below.

The Rancho San Diego Specific Plan would need to be amended to change: 1) the area east of SR-54 proposed for development from Employment to the Institutional land use designation and 2) change the land use designations for 9.1 acres of Institutional and 8.9 acres of Employment located west of the SR-54 IOD to Open Space Upland Habitat. These amendments to the Rancho San Diego Specific Plan would eliminate any future industrial development within the project area and would reduce the employment center acreage within the Rancho San Diego Specific Plan by 24.7 acres.

Implementation of the Modified Bottom of the Hill Alternative would require several zone reclassifications. The entire area east of the SR-54 IOD would need to be rezoned from M52 to S88. Portions of the area east of the SR-54 IOD would need to be changed from M52, S88 and S94 to S80. The affect of these rezonings would be to eliminate all M52 industrial zoning within the project area, and zone all of the project area west of the SR-54 IOD as open space except for the S94 zoning in the western portion of the project area.

The proposed project would reduce the land use impacts associated with the approved project. The alternative church site would not be adjacent to any residences and therefore would eliminate any residential land use compatibility impacts. This alternative would substantially reduce RPO encroachment in sensitive biology areas by reducing encroachment from 22.2 acres resulting from the project to approximately 0.2 acres for this alternative. The steep slope encroachment would also be reduced from 2.2 acres for the proposed project to approximately 0.1 acres for this alternative. As with the proposed project, this alternative would meet the Valle de Oro Community Plan Goal of no net loss of open space but would result in a larger net increase of open space (approximately 18 acres). This alternative would also retain the existing S94 zoning in the western portion of the project area and eliminate any potential impacts associated its elimination under the proposed project. Impacts to scenic highways would also be reduced since the visibility of the proposed development from scenic highways would be reduced from approximately 1.6 miles under the proposed project to 0.5 miles under this alternative.

Landform Alteration/Visual Quality. Landform Alteration/Visual Quality impacts for the proposed church would be reduced under this alternative since the area of disturbance would be reduced from 24.8 acres to approximately 9.6 acres for the development area plus grading for the access road and would only include approximately 0.1 acres with slopes greater than 25 percent. Grading for development of the church campus would be reduced from approximately 235,000 cubic yards to an estimated 70,000 cubic yards of balanced cut and fill under this alternative. Similar to the proposed project, retaining/soil retention walls and manufactured slopes of similar or reduced height would be required to develop this alternative project design. However, the total

length of manufactured slopes and retaining/soil retention walls would be less given the reduced size of the development area. Grading for the church campus in this alternative would require approximately one-quarter of the grading for the church campus in the proposed project. All grading and visual impacts from the proposed cemetery would be eliminated since it is not part of this alternative.

Visual impacts resulting from the grading would be substantially reduced given the reduction in the grading. Visual impacts of the church development would also be substantially reduced given that the development area and amount would be reduced by approximately two-thirds to three-quarters compared to the proposed project. Views of this alternative design would be substantially less than with the proposed project given that the buildings would be setback further from Campo Road and the limited line of sight views resulting from the topography surrounding Lot 2. Under this alternative, the church development would only be visible from Campo Road adjacent to the Lot 2.

Biological Resources. Significant impacts to biological resources would be substantially reduced under this alternative compared to the proposed project. Compared to 22.9 acres of Diegan coastal sage scrub impacted by the proposed project, this alternative would impact 0.1 acres of Diegan coastal sage scrub. Additional biological impacts resulting from this alternative would include approximately 0.1 acres of mule fat scrub and 0.4 acres of broom baccharis scrub. No coastal California gnatcatchers would be impacted by this alternative compared to two pairs by the proposed project.

Traffic and Circulation. This alternative would be similar to the proposed project in that both would convert the intersection of Campo Road/Jamacha Boulevard to a four-way intersection and the Otay Water District road along the eastern boundary would be utilized for access from Campo Road with right-turns in and out only. Under this alternative, the proposed signalized intersection on Campo Road between Jamacha Boulevard and Via Mercado would not be needed, resulting in one less new access point on Campo Road.

Implementation of the Church at the Bottom of the Hill Alternative would proportionately reduce traffic impacts by approximately two-thirds to three-quarters of the traffic generated by the proposed project. Traffic impacts from the proposed project can be mitigated to below a level of significance with two access driveways, improvements to Campo Road, and an additional traffic signal and signalization improvements. Consequently, traffic impacts from this alternative would also be mitigable given the reduced scope of the project and having two access points from Campo Road.

Noise. This project alternative would avoid noise impacts to the adjacent residential areas on Via Palma or any other offsite residences. Noise levels for the church buildings and associated outdoor areas would be higher than for the proposed project since the church buildings in this alternative would be located closer to future SR-54. If future SR-54 is constructed, the church buildings and outdoor areas would be exposed to noise levels in excess of 70 dB(A). If future

SR-54 is not built, noise levels for the church buildings and outdoor areas would be less compared to the proposed project since the church campus would be setback further from Campo Road.

Cultural Resources. As with the proposed project, this alternative would impact CA-SDi-4763 (Locus 2), a CEQA significant cultural resource, to provide access to the church within Lot 2. This alterative would also potentially impact CA-SDi-4763 (Locus 3), but this site has been determined not to be significant/important.

Hydrology/Water Quality. The approved project alternative would contribute to the increased potential of sedimentation, erosion, surface runoff, and urban pollutants to the Sweetwater River Basin. Like the proposed project, these impacts, if not controlled, could have a significant impact on hydrology and water quality. These impacts would however, be proportionately reduced by approximately two-thirds to three-quarters given the reduced level of development.

Public Facilities and Services. Implementation of this alternative would result in incremental impacts upon public utilities, water, sewer, fire protection, and sheriff's services. The impacts of this project alternative would be approximately two-thirds to three-quarters of the proposed project's impacts.

Geology/Soils. The approved project alternative would be subject to reduced geologic constraints as the proposed project since project restricts development to a smaller, flatter portion of the site which would not require any blasting. Other geologic constraints would be similar to the proposed project, and like the proposed project, these impacts would be considered significant but mitigable.

Air Quality. The Final Environmental Impact Report for the alternative determined that impacts upon air quality were not significant.

Reasons for Applicant's Rejection of the Modified Church at the Bottom of the Hill Alternative

Although the Modified Bottom of the Hill Alternative would reduce all project related impacts except for noise, this alternative has been rejected by the project applicant because it would not meet the fundamental objectives of the proposed project to develop a larger church facility to meet the needs of the growing Skyline Wesleyan Church congregation which is currently located in Lemon Grove. Since the existing church facility at 1345 Skyline Drive has a total of approximately 61,760 square feet of buildings with worship seating for 900, the Modified Bottom of the Hill Alternative would provide less space than their present facility. In addition, this alternative does not meet the secondary objective of the Skyline Wesleyan Church to develop a cemetery in conjunction with their church expansion.

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